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FINAL
ENVIRONMENTAL IMPACT REPORT

An Addendum to the Draft
Environmental Impact Report

Castle Highlands (formerly
Park Properties) Subdivision

November 1979

Prepared for the
City of Oakland

by

Environmental Impact
Planning Corporation
319 11th Street
San Francisco, CA 94103

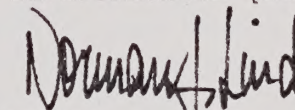
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City of Oakland
Oakland, California

FINAL ENVIRONMENTAL IMPACT REPORT FOR:
Castle Highlands (Formerly Park Properties) Subdivision
(Project Title)
California Environmental Quality Act

CERTIFICATION OF COMPLIANCE WITH THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT

The Director of City Planning finds that the attached Final Environmental Impact Report has been completed in compliance with the California Environmental Quality Act, the Guidelines prescribed by the Secretary for Resources, and the provisions of the City of Oakland's Statement of Objectives, Criteria and Procedures for Implementation of the California Environmental Quality Act.



NORMAN J. LIND
Director of City Planning

Date:

ACCEPTANCE OF FINAL REPORT BY CITY PLANNING COMMISSION

The attached Final Environmental Impact Report was accepted by the Oakland City Planning Commission at its meeting of _____.



MARC HERBERT, Secretary
City Planning Commission

Attach to Final Environmental Impact Report.

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PREFACE TO ADDENDUM

The Draft Environmental Impact Report (EIR) on the proposed Castle Highlands (formerly Park Properties) subdivision was prepared in April, 1979, and a public hearing on the Draft EIR and the proposed project was held by the Oakland Planning Commission on October 24, 1979.

The purpose of this document is to provide responses to comments on the Draft EIR, including those made in writing by citizens and public agencies and those made during public testimony at the October 24 public hearing.

The comments and responses, together with the Draft EIR comprise the Final EIR on the project.

At the next public hearing on the project and the EIR, the City Planning Commission will make findings on the adequacy of the EIR. If the Commission makes the finding that the Addendum provides satisfactory responses to comments on the Draft EIR, consistent with the requirements of the California Environmental Quality Act, the Commission may certify (approve) the project EIR.

This document has been prepared in compliance with the provisions of Section 15146 (Contents of Final Environmental Impact Report) of the State EIR Guidelines (Title 17, California Administrative Code, Section 14).

As permitted by the State Guidelines, and to simplify understanding of the Addendum, comments on the Draft EIR have generally been grouped and summarized under the various categories of environmental concern or EIR procedures indicated by the comments. Copies of letters of comments are contained in the Addendum appendices.

The minutes of the October 24 project and EIR public hearing are contained in the City's records of Planning Commission proceedings.

MAJOR AREAS OF CONCERN

Based on the type of comments received on the Draft EIR, the primary areas of environmental concern fall into the following categories:

- A. Drainage (increased runoff, downstream flooding).
- B. Eucalyptus trees along Castle Drive (removal of trees, maintenance if the trees are retained).

C. Geology, soils, and seismicity (slope stability, steepness of slopes, Hayward Fault, grading, activity of the Chabot Fault).

D. Erosion (erosion control measures).

E. Police and Fire Protection (emergency access to homes along Castle Drive).

F. Traffic on Larry Lane

G. Traffic impacts on Castle Drive

H. Parking (guest parking along Castle Drive)

SOURCES OF COMMENTS

A. Citizens: Most of the comments on the Draft EIR were received from individuals and families living in the project area, in writing or in public testimony at the October 24 public hearing before the Planning Commission.

B. City of Oakland and other Agencies: Relatively few comments were received from departments of the City or from other public agencies. The agency comments were from the Office of Public Works and Oakland Park Services Department, and Alameda County Flood Control and Water Conservation District.

LIST OF PERSONS AND AGENCIES COMMENTING ON THE PROPOSED PROJECT AND DRAFT EIR

Written Comments

A. Public Agencies

1. City of Oakland, Office of Public Works (6-20-79)
2. City of Oakland, Park Services Department (5-21-79)
3. County of Alameda, Public Works Agency (5-11-79)

B. Citizens

1. Eric W., and Mary C. Laub (6-15-79)
2. Jane Powers (6-11-79)
3. Wallace Wahlgren (5-26-79)
4. Mr. and Mrs. Potash (5-25-79)

5. John and Joanne Davidson (5-24-79)
6. Jack Solinsky (5-24-79)
7. Walter H. Byron Jr. (5-27-79)
8. Mrs. Fred Hirsh (5-29-79)
9. Peter Lippett (5-24-79)
10. Muriel Nelson (5-27-79)
11. Edith G. Weitz (5-28-79)
12. Helen Guichard (5-28-79)
13. Nubar Tashjian (5-25-79)
14. David Reichel (5-26-79)
15. Mr. and Mrs. Keith Turner (5-24-79)
16. Mrs. Marian Byrne (5-21-79)
17. Mr. and Mrs. Weismiller (5-19-79)
18. Joe and Mayme Cohan (5-19-79)
19. Doris and Kennan Herrick (5-19-79)
20. Mr. and Mrs. Clyde Bohannon (6-1-79)
21. George B. Beegle (5-29-79)
22. Leonard Rubin (not dated)
23. Edith Weitz (5-28-79)
24. Robert Komar, President of Piedmont Pines
Club (5-30-79)
25. Shirley Thored (5-28-79)
26. Bartley and Kresge (5-28-79)
27. Brewer and Bohannon (5-30-79)
28. Bill Schultz (not dated)
29. Grace Doty (5-26-79)

30. Jack S. Johannes (5-29-79)
31. Charles and Jean Kruck (5-29-79)
32. Mary M. Wilson (5-26-79)
33. Mr. and Mrs. Hyman (5-24-79)
34. Ruth Weisner (5-23-79)
35. Leokowsky (5-26-79)
36. Ira and Muriel Coleman (5-21-79)
37. Luther and Estelle Johnson (5-24-79)
38. Charlotte Schneider (5-24-79)
39. Nat and Edie Argento (5-18-79)
40. Vincent Vanier (5-21-79)
41. Judith A. Lee (not dated)
42. Mr. and Mrs. Schmick (5-22-79)
43. Ann J. Silver (5-22-79)
44. S.E. Jordan, Pacific Telephone (5-15-79)
45. Donald Poulton (5-16-79)
46. John, Johnny, and Suzanne Fogg (not dated)
47. Petitioners (5-25-79)
48. Petitioners (5-25-79)
49. Commentor (name uncertain) (5-26-79)
50. Harvey M. Freedman (6-1-79)
51. Earl Whittz (5-28-79)
52. Commentor (name uncertain) (5-29-79)

ENVIRONMENTAL CATEGORY: Drainage

Comment Sources (See appendices)

1. Written Comments

A. Citizens:

Name

Date

Nat and Edie Argento	5/18/79
Mayme and Joe Cohan	5/18/79
Davis and Kennan Herrick	5/19/79
Ira J. Coleman	5/21/79
Peter E. Lippett	5/24/79
Nubar Tashjian	5/25/79
Petitioners	5/25/79
Bartley and Kresge	5/28/79
Jack S. Johannes	5/29/79
Charles and C. Jean Kruck	5/29/79
Robert Brewer and Clyde Bohannon	5/30/79

B. Agencies or
Departments:

Mr. and Mrs Clyde Bohannon	6/1/79
Jane Powers	6/11/79
Bill Schultz	Undated

2. Public Testimony
on:

10/24/79

Jane Powers
Robert Brewer
Peter Lippett
Mrs. Sanders
Mr. Kresge
Mr. Tashjian

Comment: The Draft EIR states that the proposed development would not contribute significantly to increase runoff. A large number of commentors doubt that runoff would not increase and that previous flooding problems could be intensified by the implementation of the proposed project.

Response: * In 1962, during strong storms, which constituted the 100 year storm event, flooding occurred in the project area. Damage to property was recorded by the Oakland Department of Public Works at

* The following analysis has been reviewed and approved by Akthar Hamid, registered civil engineer in the State of California, on EIP's staff.

the intersection of Larry Lane and Ascot Drive, and some overflows might have occurred at Larry Lane and Mastlands Drive, although the office of Public Works does not have any records to that effect, (Ray Feeley, Oakland Office of Public Works, September 26, 1979). Development of the project site could impact not only the Larry Lane/Mastland intersection, but also the Larry Lane/Ascot Drive intersection, since runoff from the site flows into the creek along Larry Lane which meet another creek by Ascot Drive. Three drainage areas have been identified as contributing runoff to the Larry Lane/Ascot Drive intersection. These areas are depicted in Figure A (following).

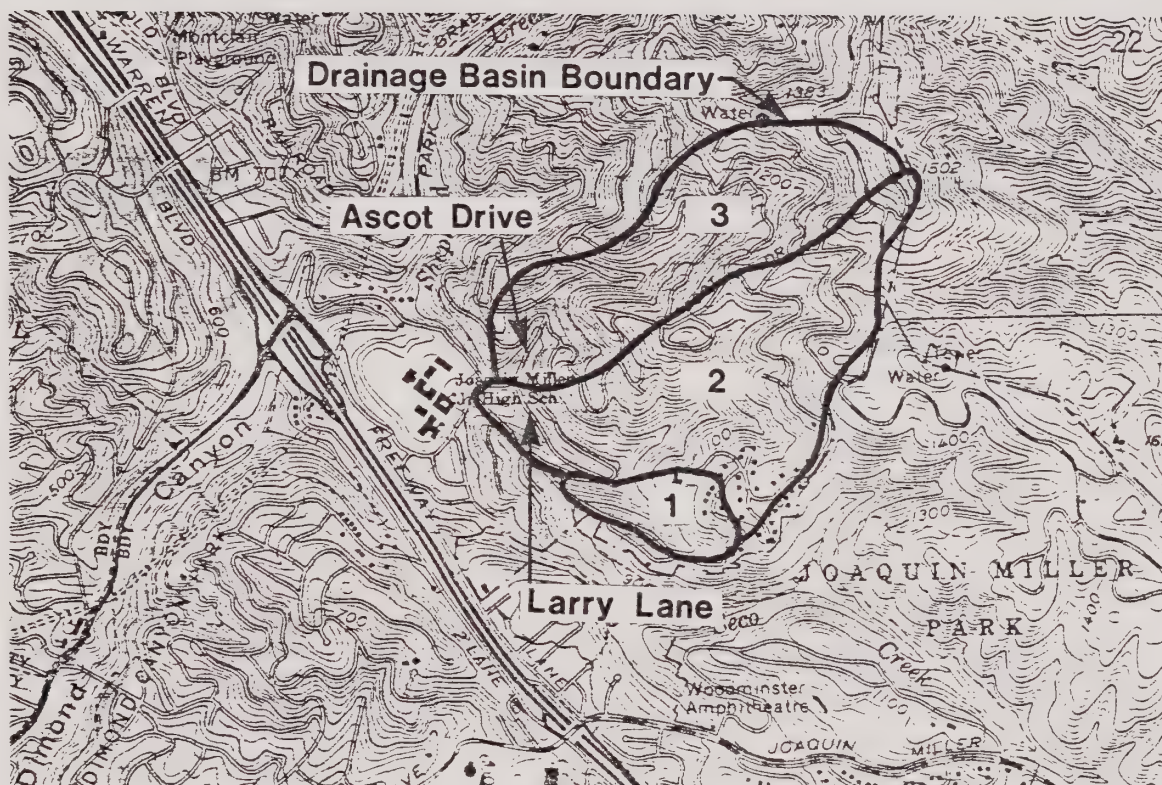
Development of the project site would result in an increase of impermeable surfaces over existing conditions. Impermeable surfaces cause more storm water to runoff instead of permeating through the soils. In addition, the velocity of the run off increases due to decrease in channel roughness. Thus the total time of concentration* decreases.

In estimating the change in runoff due to development, the Rational Method is customarily used, i.e., $Q = CiA$; where Q is the peak runoff rate, C is a dimensionless coefficient dependant on basin characteristics, " i " is the average precipitation intensity for a duration equal to time of concentration, and A is the drainage area.

If the project site were developed the C -coefficient would increase. The " i ", average precipitation intensity during time of concentration, would decrease, since the water would flow faster toward the point of discharge when the surface conditions change from a natural state to a more developed state. However, since the precipitation intensity, during time of concentration, decreases, peak flows at the point of discharge would increase. The velocity of the runoff is proportional to the roughness of the land surface. It is estimated that the roughness would decrease by a factor of about 3; thus the velocity would increase by about 3 times, which would result in a decrease in time of concentration of about 3 times. This would result in an overall increase in peakflows of about 50 percent. During heavy storms, this increase could cause runoff overflows near Larry Lane and Mastlands Drive intersection, as has happened in the past. Overflow at this location, however, would decrease the peakflow downstream (e.g. by Larry Lane/Ascot) where property damage was recorded in 1962.

The project site constitutes about 5% of the total drainage area discharging by the Larry Lane/Ascot intersection. (See Figure A).

* The time required for water to flow from the most remote part of the basin to the point under consideration.



Drainage Basins Near Project Area

North



0 500 1000 2000
Scale Feet

Figure No. A

A 50% increase in runoff from this area would amount to an increase in runoff by the Larry Lane/Ascot intersection of about 2%. A 2% increase is not considered a significant increase. It must be kept in mind that cleaning out of culverts and creek bottoms is of paramount importance to prevent flooding problems. The culvert on the project site near Mastlands Drive should be cleared at regular intervals. To assure this, a homeowner association should be formed, with the project sponsor remaining a member until all the proposed homes have been constructed.

Comment: The project site is not traversed by a swale, but a creek with running water.

Response: It is correct that during storms water flows through the site, as evidenced by discrete channels in the southern part of the site.

ENVIRONMENTAL CATEGORY: Eucalyptus Trees

Comment Sources (See appendices)

1. Written Comments

A. <u>Citizens:</u>	<u>Name</u>	<u>Date</u>
	Donald R. Poulton	5/16/79
	Davis and Kenman Herrick	5/19/79
	Ira and Muriel Coleman	5/21/79
	Mr. Hyman	5/24/79
	Nubar Tashjian	5/25/79
	Petitioners	5/25/79
	Bartley and Kresge	5/28/79
	Jack S. Johannes	5/29/79
	Charles and C. Jean Kruck	5/29/79
	Robert Brewer and Clyde Bohannon	5/30/79
	Mr. and Mrs. Clyde Bohannon	6/1/79

B. Agencies or Departments:

	Oakland Park Services Department	5/21/79
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2. Public Testimony
on:

<u>10/24/79</u>	Mrs. Dorothy Martin
	Nubar Tashjian

Comment: A large number of people have commented on the report prepared by George Hood regarding the safety hazards of the eucalyptus trees lining Castle Drive. All persons commenting on this issue have stated their objections to the removal of the trees.

Response: The project sponsor's intention throughout the planning process for this development has been to retain the eucalyptus trees. To this end the traffic consultants suggested the positioning of driveways such that the minimum number of trees would be removed.

The Oakland Department of Public Works recently passed Ordinance 7971, requiring curbs, gutters, and sidewalks on streets in new tracts developed in the City.

The citizens in the project area commenting on this aspect of the proposed project were all in agreement that the trees should not be removed.

Thus several competing interests are involved in the question of the eucalyptus trees. Mr. George Hood, a well-known arborist, employed for many years by the City of Palo Alto and now retired in Placerville, was retained by the environmental consultants to evaluate the health and potential hazards of the trees. His recommendation was to cut down the eucalyptus trees due to safety hazards from sucker growth along the trunks. The report included in the Draft EIR as an appendix was the result of Mr. Hood's investigations.

Following the publication of the Draft EIR, and the receipt of comments, the City of Oakland requested that an alternative opinion be solicited by an arborist to evaluate the eucalyptus trees. The project sponsor retained, with the approval of the City, Mai K. Arbegast, landscape architect and horticultural consultant, to evaluate the eucalyptus trees. Her report has been reproduced as Appendix F.2 in this Final Addendum. Ms. Arbegast concludes that the trees are all healthy and not suffering from any debilitating disease, and that a maintenance program be established on an annual basis. In a telephone conversation (October 1, 1979) Ms. Arbegast stressed the importance of having the individual homeowners responsible for the maintenance of the trees, as the limited resources of the City could cause delays in maintenance.

The eucalyptus trees are "unofficial street trees", i.e. they were privately planted at no cost to the city of Oakland. The City thus has no responsibility for the trees even though the trees are on city property.

Mr. Antonio Acosta of the City of Oakland, Park Services Department has indicated (telephone conversation, October 3, 1979) that the trees could be salvaged. The maintenance program necessary to this end would include a survey of each individual tree by a person climbing each tree and checking each limb to ascertain if it were securely fastened to the trunk; limbs not secured to the trunk would have to be removed; in addition, growth near the base of the trees would have to be trimmed for safe sight distances. This kind of program would be extremely costly and would have to be financed privately. Further maintenance would have to be carried out either by each individual homeowner, or through the establishment of a homeowner association, where the project sponsor would remain a member until all the homes were completed.

It is the consultant's considered opinion that the eucalyptus trees constitute a valuable aesthetic resource in the project area, and that the removal of the trees would result in a significant environmental impact. However, a safety hazard cannot be dismissed, if

maintenance would be the responsibility of individual home owners. A homeowner association responsible for a regular maintenance program could alleviate this problem. If the trees were removed, the mitigation measures suggested by the Parks Services Department of the City of Oakland should be implemented (see letter dated May 21, 1979 from Parks Services Department, Antonio E. Acosta, Management Assistant).

Following publication of the Draft EIR, a tree survey was conducted to establish the exact locations of the eucalyptus trees along Castle Drive (this survey is available for inspection at the Oakland Planning Department). Based on this survey it appears that even a careful location of driveways would necessitate the removal of a significant number of the existing eucalyptus trees to achieve a sight distance of 200 feet from each driveway. This could be mitigated by substantially reducing the number of lots fronting Castle Drive. It should be remembered that where Castle Drive curves, a 200 foot sight distance may not be achievable.

ENVIRONMENTAL CATEGORY: Geology, Soils, and Seismicity

Comment Sources (See appendices)

1. Written Comments

A. Citizens:

<u>Name</u>	<u>Date</u>
Johnny, Suzzanne, and John Fogg	5/10/79
Peter Lippett	5/24/79
W.W. Bartley, III & Stephen P. Kresge	5/28/79
Jack Johannes	5/29/79
Robert A. Brewer & Clyde C. Bohannon	5/30/79
Bill Schultz	Undated
Jane Powers	6/11/79

B. Agencies or
Departments:

Office of Public Works, City of Oakland	6/20/79
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2. Public Testimony
on:

<u>10/24/79</u>	Jane Powers Mr. Kresge
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Comment: Concerns regarding the slope stability of project site have been offered, and the capacity of the land to sustain vehicular loads.

Response: The soils report prepared for the project site states that "no major landslides have been mapped on the site...but on our field investigations, we saw signs of shallow surface instabilities in the native topsoil, and a slide in the dumped fill at the head of the valley where the slope is oversteepened." A copy of the soils report has been attached as Appendix F. The Draft EIR, Appendix B, contains a letter from Diablo Soils engineers regarding the stability of the fill to sustain increased loads.

Comment: It has been pointed out that the project site is within 1000 feet of the active Hayward Fault, and that construction on the site would be dangerous and could render the City of Oakland

vulnerable to litigation and damages should Park Properties be developed.

Response: The consultants concur that the project site is within 1000 feet of the active Hayward fault, and that the site could experience severe groundshaking in the event of a major earthquake along the Hayward Fault. However, the site is not within the Alquist-Priolo Study Zone, nor is it traversed by a trace of an active or potentially active fault that could cause surface rupture. Almost any construction in the Bay Area is in proximity to an active or potentially active fault, and as a result, stringent building code requirements regarding seismic engineering are applicable.

Comment: Mr. Bartley and Mr. Kresge commented that the EIR does not indicate how steep and deep the canyon on the project site actually is.

Response: The relief of the site varies. The lowest point is in the western corner by Larry Lane, at elevation 780 feet, and the highest point is near the eastern boundary by Castle Drive, at elevation 1110 feet. The site is indeed very steep, with the proposed lots along Castle Drive being at the highest elevations and the lots fronting the proposed Cypressvale Lane being in the bottom of the canyon. The slopes vary from 2:1 to about 1:1. The North Hill area study prepared by the Oakland City Planning Department (September 1979), identifies the project site as having 30% + slopes.

Comment: Mr. Bartley and Mr. Kresge question the extent and stability of 1:1 slopes on the project site, and state that in the event of an earthquake, no building site on the sides of the canyon could be considered secure.

Response: The existing slopes on the project site varies between 2:1, 1 1/2:1, and 1:1 (horizontal to vertical). The 1:1 slopes are primarily along Castle Drive and near the western boundary of the site. In the event of an earthquake along the Hayward Fault the site could experience groundshaking that could induce decelerated downslope movement, not only on 1:1 slopes, but in other areas as well. The hazards of earthquakes and related groundshaking is a fact known to all Bay Area residents, and when designing and constructing a house, the provisions regarding seismic engineering in the Uniform Building Code must be adhered to.

Comment: Mr. Jack Johannes comments that to accommodate 29 new homes, major earthmoving would be required, which would change the existing natural environment.

Response: The project sponsor has stated that no major grading has been proposed; approximately 300 to 500 cubic feet of balanced cut and fill has been estimated by the project sponsor. No grading plan has been developed for the proposed project at the current time. The engineer who developed the tentative map for the project, Mr. Everett Moran, Jr. (telephone conversation, October 30, 1979) has indicated that if the timing of the construction activities were such that cutting along Cypressvale Lane to accommodate driveways and garages would coincide with grading for the roadway, balanced cutting and filling would appear a likely possibility. The development of a construction schedule to accommodate these considerations would prevent impacts on the neighborhood from dirt hauling traffic.

Comment: Office of Public Works request the following change in the summary, Section D, under geology, soils, and seismicity; the second sentence should be changed to read:

"Soil studies on a lot by lot basis would be prepared by a licensed civil engineer".

Response: The Draft EIR has been changed to read as requested.

Comment: The office of Public Works suggest the following change on page 11, paragraph 2:

Delete last sentence, and replace with the following:

"The serpentine observed in the old Castle Drive Road cuts reveal generally good competency and the serpentine in the project area has formed relatively steep 1:1 slopes that have remained stable (Diablo Soils Engineers, 1978)"

Response: The text of the Draft EIR has been changed to read as requested.

Comment: The office of Public Works request the following additional mitigation measures on page 14, 1st paragraph.

"Assurances will be provided prior to final map approval that no structures are located along the zone of weakness of the Chabat Fault. Reference to required geologic and soils investigations addressing mitigation items should be incorporated in the Tentative map".

Response: The draft EIR text has been changed to read as requested.

Comment: Jane Powers request that the impacts resulting from groundshaking should be discussed more fully, due to the proximity of the Hayward Fault.

Response: A copy of the geotechnical Reconnaissance Report prepared by Diablo Soil Engineers has been included as Appendix F.1 in the Final EIR. A more detailed description of groundshaking impacts is included within this report.

Comment: Mr. Kresge indicated that the Chabot Fault is an active fault due to its association with the Hayward Fault.

Response: USGS map sheet of the East Oakland Quadrangle showing active/potentially active faults does not delineate the Chabot Fault. Neither does the soils report prepared for the project site by Diablo Soils Engineers, neither does the Oakland City Environmental Hazards Element of the Oakland Comprehensive Plan.

ENVIRONMENTAL CATEGORY: Erosion

Comment Sources (See appendices)

1. Written Comments

A. <u>Citizens:</u>	<u>Name</u>	<u>Date</u>
	Robert A. Brewer and Clyde C. Bohannon	5/30/79

B. <u>Agencies or Departments:</u>	County of Alameda, Public Works Agency, Alameda County Flood Control and Water Conservation District. Office of Public Works, City of Oakland	5/11/79 6/20/79
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2. Public Testimony
on:

Comment: An erosion and sediment control plan should be prepared for the project site to mitigate sedimentation of downstream channels, and submitted to the Alameda County Flood Control and Water Conservation District.

Response: Comment noted. The city customarily attaches this as a condition of approval. This condition must be met prior to acceptance of Final Subdivision Map.

Comment: Mr. Brewer and Mr. Bohannon request information pertaining to the kind of erosion control measures planned by the project sponsor to prevent any increase in the erosion.

Response: The design and engineering details of the proposed homes have not been prepared at this stage; however, the City and the

Alameda Flood Control District will require, as a condition of approval, that an erosion control plan be submitted, and that cut slopes be revegetated as early as possible, both along Castle Drive and along Cypressvale Lane.

Comment: The office of Public Works, City of Oakland, comments that the EIR does not address any erosion control measures to mitigate cleaning, grubbing, and grading of the site.

Response: The project sponsor maintains that no extensive grading would take place to accommodate the proposed homes, contending that the structures would be designed such that minimum grading and minimum vegetation removal would be necessitated. Since no grading plan has been developed at this point, the project sponsor has qualitatively estimated a balanced cut and fill of 300 to 500 cubic yards. It appears, however, that considerable grading could be necessary to accommodate the homes in Cypressvale Lane. If grading were to occur concurrently with grading for home sites, it might be possible to have balanced cut and fill. Submission of an erosion and sediment control plan will be condition of approval for final subdivision map. The Alameda County Flood Control and Water Conservation District has commented that an erosion and sediment control plan should be prepared to mitigate sedimentation of downstream channels.

ENVIRONMENTAL CATEGORY: Police and Fire Protection

Comment Sources (See appendices)

1. Written Comments

A. Citizens:

<u>Name</u>	<u>Date</u>
Nubar Tashjian	5/25/79
Kresge and Bartley	5/28/79
Robert A. Brewer and Clyde C. Bohannon	5/30/79
Mr. & Mrs. Clyde Bohannon	6/1/79
Leonard & Janet Ruebin	Undated

B. Agencies or
Departments:

2. Public Testimony
on:

Comment: Mr. Tashjian comments that the EIR makes a general statement that "sufficient manpower and equipment are available" without any proof.

Response: As indicated on page 22, the Oakland Police Department was contacted regarding the proposed project and the capability of the police department to offer police protection. Based on the opinion of the police department, there would be no problem servicing the project site with existing manpower and equipment.

Comment: Several commentators are concerned that due to the narrow width of Castle Drive (in some places less than 24 feet) the equipment would not be able to pass if one or two cars were parked on Castle Drive.

Response: Fire Marshall Godwin Taylor has stated (September 26 1979, conversation) that the Fire Department requires a minimum street width of 26 feet to assure fire protection and potential evacuation vehicles. However, many of the existing streets in the Oakland Hills is below this minimum width requirement. The appropriate width of fire equipment is 10± feet, and a car is about 6± feet. This leaves 8± feet available for maneuvering, assuming a car was parked on a straight road segment. If a car were parked on a curved segment of the street, the effective road width would be smaller.

Comment: Mr. Bartley and Mr. Kresge are concerned about the fire protection availability in the event of an earthquake or a failure of the Shell Oil Pipeline located along part of Castle Drive, or a brush fire; and the availability of sufficient water pressure.

Response: The Oakland Fire Department has indicated that they would be capable of providing fire protection services to the project site with no additional equipment or manpower needed.

Comment: Mr. Bartley and Mr. Kresge state doubts regarding the likelihood of police emergency response time being 3 minutes, based on past experience.

Response: When the police department was contacted during the preparation of the Draft EIR, a response time to emergency calls of 3 minutes was quoted. It appears that a 3 minute response time is a theoretical ideal, based on the commentators experience. The police department indicated (see Draft EIR) that the implementation of the proposed project would not require additional manpower or equipment for police protection.

ENVIRONMENTAL CATEGORY: Traffic on Larry Lane

Comment Sources (See appendices)

1. Written Comments

A. Citizens:

Name

Date

Peter E. Lippett

5/24/79

Murial Nelson

5/27/79

B. Agencies or
Departments:

2. Public Testimony
on:

Comment: The Draft EIR minimizes the impact of the project on Larry Lane.

Response: As stated on page 16 of the Draft EIR, a "worst case" traffic distribution was used to determine the impacts of the proposed project. The distribution assigned all of the 180 daily trips from the dwelling units on Cypressvale Lane to Larry Lane. While it is unlikely that all these trips would use Larry Lane, the impacts were based on this worst case assumption. Even if all the traffic from Cypressvale Lane use Larry Lane to reach their destinations, Larry Lane will be able to handle this traffic flow. We realize that Larry Lane is only 20 feet in width and occasionally cars park on-street. However, the worst case traffic demand of 180 daily and 20 peak hour trips from the proposed project will not be large enough to cause a capacity or safety problem along Larry Lane or at its intersection with Ascot Drive.

ENVIRONMENTAL CATEGORY: Traffic Generation Rates

Comment Sources (See appendices)

1. Written Comments

A. Citizens:

Name

Date

Jane Powers

6/20/79

B. Agencies or
Departments:

2. Public Testimony
on:

Comment: There was some confusion over the traffic generation rates used in the Draft EIR.

Response: The average traffic generation rate of a single family dwelling unit in the Bay Area is about ten two-directional trips per day. That means an average of five in-coming and five out-going trips per day per household, not twenty total trips. As stated on page 16 of the Draft EIR, the City of Oakland Traffic Engineering Department has conducted traffic counts in the Sequoyah Park area and found a daily trip generation rate of 16 two directional trips or an average of eight incoming and eight out-going trips per day. The higher rate of 16 daily trips was used in our analysis of project impacts.

ENVIRONMENTAL CATEGORY: Parking

Comment Sources (See appendices)

1. Written Comments

A. Citizens:

<u>Name</u>	<u>Date</u>
Mr. and Mrs. Bohannon	5/30/79
Brewer and Bohannon	5/30/79
Petitioners	5/25/79
Ira J. and Murial Coleman	5/21/79
Bartley/Kresge	5/28/79
Mr. & Mrs. Stshen Potash	5/25/79
Nat & Edie Argento	5/18/79

B. Agencies or
Departments:

2. Public Testimony
on:

Comment: There is confusion over some of the traffic information in the Draft EIR. Also concern was expressed over parking on Castle Drive. The Draft EIR fails to mention location and impact on the two schools on Ascot Drive.

Response: It is clearly stated on page 17 of the Draft EIR that the two-directional peak hour traffic flow on Ascot would be about 700 vehicles per hour while the peak direction traffic is estimated at about 500 vehicles per hour. This estimate of 500 vehicles per hour in the peak direction and 200 vehicles per hour in the non-peak direction was made to comment on capacity of both Ascot Drive and the stop sign controlled approach of Mountaingate Way. If a higher percentage of the 700 peak hour vehicles traveled up hill in the morning, it would not change the conclusions of the report.

The Draft EIR did not mention that parking is prohibited along much

of Castle Drive. If driveways to the new dwelling units are not sufficiently large to accommodate guest parking and if the no parking ordinance is not enforced, then some parking on Castle Drive will occur. The presence of parked cars on Castle Drive will certainly present a safety hazard due to the narrow roadbed and restrictive sight distance. The Draft EIR did not mention that the Montera and Joaquin Miller schools are located on Ascot Drive at Camino Lenada, which is one block downhill from Mountaingate Way. Certainly any increase in traffic near a school will affect the safety of school children. However, the project will increase traffic on Ascot Drive by only six percent. Consequently, the effect of project traffic on the safety of school children would be minimal.

Comment: The EIR states that the project would not cause traffic problems. Did the EIR only consider weekdays between 8:30 a.m. and 4:00 p.m. and did it consider the impact of cars parked on Mountaingate Way?

Response: The EIR focused its attention on the peak morning and afternoon periods, but observations were made during both peak and off-peak periods. While parked cars on Mountaingate Way cause a slight lowering of that roadway's capacity, traffic during peak periods is primarily in one direction. Consequently, there will not be capacity problems on this roadway during peak hours. Parked cars do, however, pose a safety hazard by forcing motorists in to the on-coming lane.

ENVIRONMENTAL CATEGORY: Ascot Drive/Mountaingate Way Signalization

Comment Sources (See appendices)

1. Written Comments

A. <u>Citizens:</u>	<u>Name</u>	<u>Date</u>
	Petitioners	5/25/79
	Nubar Tashjian	5/25/79
	Office of Public Works	6/20/79
	Bartley/Kresge	5/29/79
	Leonard and Janet Rubin	Undated
	Nat and Edie Argento	5/18/79
	Luther Johnson	5/19/79
	John and Joanne Davidson	Undated
	J.G. Hyman	5/24/79
	Mr. and Mrs. Kieth Turner	5/24/79
	Wallace Wahlgren	Undated
	David Reichel	5/26/79
	Leah Hirsch	5/29/79
B. <u>Agencies or Departments:</u>	Joe and Mayme Cohan	5/19/79

2. Public Testimony
on:

Comment: Concern was expressed over the safety of the Ascot Drive/Mountaingate Way intersection. Many citizens of the area feel that a traffic signal is required.

Response: The sight distance at the Ascot Drive/Mountaingate Way intersection is restricted by an embankment on the southwest corner. This restrictive sight distance does pose a safety hazard to both motorists and pedestrians. Signalization of this intersection is not warranted on the basis of traffic volume or accidents. In fact, installation of a traffic signal at Mountaingate Way would likely cause an increase in rearend accidents on Ascot Drive due to the short distance at that intersection.

ENVIRONMENTAL CATEGORY: Traffic - Road Capacities

Comment Sources (See appendices)

1. Written Comments

A. <u>Citizens:</u>	<u>Name</u>	<u>Date</u>
	Brewer and Bohannon	5/30/79
	Jack S. Johannes	5/29/79

B. Agencies or
Departments:

2. Public Testimony
on:

Comment: Questioned the statement in the Draft EIR that the addition of project generated vehicles would not result in roads being used beyond their capacity.

Response: Roadway capacity calculations were based on standard traffic engineering methods which incorporate traffic flow, street width, parking and other factors. Based on our analysis, we do not believe that the project will result in any roads operating beyond their capacities.

ENVIRONMENTAL CATEGORY: Width of Castle Drive

Comment Sources (See appendices)

1. Written Comments

A. <u>Citizens:</u>	<u>Name</u>	<u>Date</u>
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B. <u>Agencies or Departments:</u>	Office of Public Works	6/20/79
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2. Public Testimony
on:

Comment: Page 18 - second paragraph should read "Castle Drive width varies in width from 20 to 24 feet".

Response: Comment noted, and the Draft EIR text has been changed as requested.

ENVIRONMENTAL CATEGORY: Site Plan

Comment Sources (See appendices)

1. Written Comments

A. Citizens:

Name

Date

Vincent Vanier
Nubar Tashjian

5/21/79
5/25/79

B. Agencies or
Departments:

Office of Public Works,
City of Oakland

6/20/79

2. Public Testimony
on:

Comment: Mr. Vanier points out that the site plan in the Draft EIR does not correlate with Assessor's Map 48D.

Response: The site plan submitted to the consultants for environmental review, is depicted in Figure No. 3 in the Draft EIR.

Comment: The EIR does not adequately describe the fact that 13 of the smallest lots along Castle Drive create a density of 6 units per acre.

Response: While it is true that the project site can be divided into different segments to show higher density than for the total project site, this is seldom done. The reason being that there could be just as many descriptions of density per acre as there are people evaluating the site. To assure comparison potential between sites and adherence

to zoning ordinances, it is necessary to view the whole site. However, the consultants concur that the proposed homesites along Castle Drive are in closer proximity to each other than the homesites on the remaining part of the property.

Comment: The Office of Public Works, City of Oakland comments that Castle Drive cannot adequately serve as an access street for driveways to 18 of the 29 proposed house sites as proposed in addition to its present usage. In addition, the proposed access drive would not be permissible and not practicable. It is suggested that, as a mitigation, fewer houses be located along Castle Drive, and only where available roadway and shoulder widths are not critical; and that some lots along Castle Drive might be served from Cypressvale Lane.

Response: Comments acknowledged. The concerns of the Office of Public Works will be addressed during the procedures of the Tentative Map approval/disapproval.

Comment: Office of Public Works request the following text change: Page 5, Section C.2, 1st sentence, ".....units; 18 of the 29 lots front on Castle Drive, 11 front on Cypressvale Lane."

Response: Changes acknowledged.

Comment: Office of Public Works request information regarding the width and type of pavement of Cypressvale Lane.

Response: Page 8 of the Draft EIR, paragraph 3, line 6 has been amended to read: ".....Lane. The road would be 22 feet wide, and pavement would consist of asphalt."

ENVIRONMENTAL CATEGORY: Planning Related Matters

Comment Sources (See appendices)

1. Written Comments

A. Citizens:

Name

Date

Peter Lippett

5/24/79

Kresge and Bartley

5/28/79

B. Agencies or
Departments:

Office of Public Works,
City of Oakland

6/20/79

2. Public Testimony
on:

Comment: Mr. Lippett states that the fact that Cypressvale Lane has been proposed as more than 300 feet long and less than 50 feet wide constitutes an adverse environmental impact, since it is not in conformance with City regulations.

Response: Non-compliance with City regulations does not constitute environmental impacts. Compliance with City regulations is a question to be addressed at the Tentative Map approval stage.

Comment: Mr. Bartley and Mr. Kresge state that the EIR does not show whether the proposed development would conform with the Oakland Policy Plan.

Response: Non-conformance with City regulations is not part of an environmental analysis. The quote from the Policy Plan was presented

to the reader in the project description of the Draft EIR (not in the sections addressing environmental impacts). It was included in the Draft EIR (even though it is not a requirement of CEQA) to make the decisionmakers and the reviewing public aware of some City policies that would be relevant to consider in their evaluation of the project and its relationship to City policies.

Comment: Office of Public Works request the following revisions: Page 8, Section D, paragraph 3: ".....(50). Minimum roadwidth on local streets is 30 feet and turning circles not less than 60 feet. The proposed Cypressvale Lane would be 750 feet long, 22 feet wide and the turning circle would be 60 feet.

Response: The requested changes have been made.

ENVIRONMENTAL CATEGORY: Time of Traffic Studies

Comment Sources (See appendices)

1. Written Comments

A. <u>Citizens:</u>	<u>Name</u>	<u>Date</u>
	Nubar Tashjian	5/25/79

B. Agencies or
Departments:

2. Public Testimony
on:

Comment: When were traffic studies conducted?

Response: As stated on page 14 of the Draft EIR, the traffic counts and estimates in the area were provided by the City of Oakland Traffic Department. The traffic counts were conducted on days which would reflect "average day" conditions, not low or heavy school days. The traffic estimates of "less than 500" daily vehicles on Castle Drive, Larry Lane, and Mastlands Drive are also intended to reflect average day conditions. The existing traffic demand on Larry Lane is likely to be much less than 500 vehicles per day.

ENVIRONMENTAL CATEGORY: Quality of Housing

Comment Sources (See appendices)

1. Written Comments

A. <u>Citizens:</u>	<u>Name</u>	<u>Date</u>
	Kresge and Bartley	5/28/79
	Jack Johannes	5/29/79

B. Agencies or
Departments:

2. Public Testimony
on:

Comment: Commentors are concerned about the quality of the proposed homes, and their relationship to the surrounding neighborhood.

Response: The Draft EIR states that the proposed homes were estimated to cost between \$125,000 and \$180,000. The project sponsor has indicated (conversation, September 26, 1979) that if the homes were built today, they would be in the \$200,000 range. They would all be custom built homes.

ENVIRONMENTAL CATEGORY: Wildlife

Comment Sources (See appendices)

1. Written Comments

A. <u>Citizens:</u>	<u>Name</u>	<u>Date</u>
	John M., Suzanne & Johnny Fogg	5/10/79

B. <u>Agencies or Departments:</u>	Oakland Park Services Department	5/21/79
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2. Public Testimony
on:

Comment: Mule deer is not present in the project area; the black-tail deer would be the right description of the deer.

Response: The Columbian black-tailed deer is the smallest of California's mule deer, and the most abundant (Department of Fish and Game, Big Game of California, 1975).

Comment: The Park Services Department requests that the vegetation section be renamed vegetation and wildlife.

Response: The Draft EIR should read "Vegetation and Wildlife" on pages 1, 2 and 19.

ENVIRONMENTAL CATEGORY: Noise

Comment Sources (See appendices)

1. Written Comments

A. Citizens:

Name

Date

Peter Lippett

5/24/79

Grace Doty

5/26/79

B. Agencies or
Departments:

2. Public Testimony
on:

Comment: Noise from the traffic along Larry Lane would be detrimental to the residents along this street. The Draft EIR only evaluates construction noise, not noise from increased traffic.

Response: On page 21 of the Draft EIR, it is stated that "Following implementation of the proposed project, the project generated traffic would increase the present traffic noise on adjacent properties." The consultants concur, that this would be true for Larry Lane, but it would not constitute a significant adverse impact.

ENVIRONMENTAL CATEGORY: Vegetation Removal

Comment Sources (See appendices)

1. Written Comments

A. Citizens:

<u>Name</u>	<u>Date</u>
Mr. & Mrs. Clyde Bohannon	6/1/79
Nubar Tashjian	5/24/79

B. Agencies or
Departments:

2. Public Testimony
on:

Comment: Mr. and Mrs. Bohannon comment that it is unclear how the developer will build houses on steep lots without disturbing existing vegetation.

Response: The project sponsor has indicated that a minimum of vegetation would be removed for accommodation of the proposed homes. However, some removal of vegetation will take place, particularly near Cypressvale Lane for homes, driveways, and garages. The city will require a revegetation plan in conjunction with the erosion and sediment control plan to be submitted. Revegetation with native, drought resistant plants is recommended.

Comment: Several commentators are concerned about the removal of vegetation on each lot by future homeowners.

Response: There is no guarantee that individual homeowners would not remove vegetation on their lots, once they had purchased the property.

ENVIRONMENTAL CATEGORY: Sunlight and Shadows

Comment Sources (See appendices)

1. Written Comments

A. Citizens:

Name

Date

Kresge and Bartley

5/28/79

B. Agencies or
Departments:

2. Public Testimony
on:

Comment: W. Bartley and Mr. Kresge commented that the EIR does not describe the sunlight patterns within the project site.

Response: The consultants concur that the proposed homes in the bottom of the canyon would receive less sunlight than homes on the top of a ridge. The sun exposure would be somewhat similar to the homes located in Larry Lane, which are likewise located in the bottom of a steep canyon.

ENVIRONMENTAL CATEGORY: Schools

Comment Sources (See appendices)

1. Written Comments

A. Citizens:

Name

Date

Peter Lippett

5/24/79

B. Agencies or
Departments:

2. Public Testimony
on:

Comment: The Oakland Unified School District would be unable to accommodate additional students from development of the project site.

Response: Refer to Appendix D in the Draft EIR.

ENVIRONMENTAL CATEGORY: Utilities

Comment Sources (See appendices)

1. Written Comments

A. Citizens:

Name

Date

B. Agencies or
Departments:

Office of Public Works, City
of Oakland

6/20/79

2. Public Testimony
on:

Comment: The office of Public Works request information on potential impacts on existing utilities.

Response: The Draft EIR was prepared as a focused EIR addressing the issues found to be or have potential for having a significant impact on the enviroment. Utilities were found not to have a potential for being significantly impacted by the proposed project. See Appendix A, of the Draft EIR.

Comment: The location of the shell Pipe Line should be mentioned.

Response: The Shell Oil Pipeline is located along part of Castle Drive along the project boundary. It runs along the side of Castle Drive abutting Castle Park Way, then into Castle Court at which point it turns northward away from Castle Drive. (A map of exact locations

is available at Oakland Department of Public Works). There are no specific regulations governing the distance at which construction may be allowed near the pipeline. However, the pipe is located about 15 to 20 feet away from the property lines of the project site, and no construction is allowed within 5 feet of the property boundary.

In the event of any damage to the pipeline major environmental impacts would occur; refer to EIR prepared on the Shell Oil Company Bay Area Products Pipeline, ER 77-117, prepared for the City of Oakland.

ENVIRONMENTAL CATEGORY: Construction Impacts

Comment Sources (See appendices)

1. Written Comments

A. Citizens:

Name

Date

Jane Powers

6/11/79

B. Agencies or
Departments:

2. Public Testimony
on:

Comment: Constuction related impacts regarding noise, dust, vehi-
cular traffic from construction vehicles, and wildlife disturbance
need further disscussion; and a construction schedule is requested.

Response: During construction, noise impacts could be expected as
described on p.21 of the Draft EIR. If construction were to take
place on a staggered basis, as proposed, the impacts could extend
over a long period of time. The project sponsor has not developed
a construction schedule for the proposed project, but has indicated
that construction would proceed as the market demanded. If all the
proposed homes were constructed at one time, construction impacts
would be confined to a smaller time period, but at greater inten-
sity. Development of dust could occur during construction and
grading, particularly of Cypressvale Lane. It is recommended that
construction only take place during the dry season (i.e. from April

to November) due to increased erosion potential during storms. Thus rain would not prevent dust from being generated. A common method used to decrease dust problems is to water down the impacted areas. This is recommended for the proposed project.

The project sponsor has indicated that he does not anticipate hauling of dirt off-site, since there would be balanced cut and fill. However, since the homes along Cypressvale Lane could be constructed on uphill slopes, some cutting for driveways and garages would be necessitated. Depending on the timing of construction of homes and Cypressvale Lane, the dirt could be used for grading of the roadway. No grading plan has been developed for the proposed project at this point.

ENVIRONMENTAL CATEGORY: Population

Comment Sources (See appendices)

1. Written Comments

A. Citizens:

<u>Name</u>	<u>Date</u>
Ira and Muriel Coleman	5/21/79
Petitioners	5/25/79
R. Brewer and Clyde Bohannon	5/30/79
Jane Powers	6/11/79

B. Agencies or
Departments:

2. Public Testimony
on:

10/24/79 Jane Powers

Comment: Ms. Ira and Muriel Coleman comment that the estimate of one student per household is unrealistic.

Response: According to the Bureau of Census, 1970 Census of Population and Housing the project area (tract 4047) has 3.1 persons per household, and 1,026 families and a total of 1,115 children. This is an average of approximately 1 child per family.

Comment: The proposed project would constitute a significant increase in population in the Mastlands/Castle Drive area.

Response: It is correct that the implementation of the proposed project would increase the density of population in the immediate vicinity of the project site. The site is zoned for low density

residential, i.e. less than 8 units per acre. The proposed density is 2.6 units per acre, which is less than the maximum allowed by the zoning.

ENVIRONMENTAL CATEGORY: Alternatives

Comment Sources (See appendices)

1. Written Comments

A. Citizens:

<u>Name</u>	<u>Date</u>
Jane Powers	6/20/79

B. Agencies or
Departments:

2. Public Testimony

on:

10/24/79

Jane Powers

Comment: Jane Powers request that the alternatives be discussed in further detail.

Response: The Open Space Alternative would entail that no development occurred on the project site. Practically all the concerns of the neighborhood would be eliminated as there would be no fear of increase runoff, no fear of traffic congestion, the noise environment would remain almost as is currently the case. All eucalyptus trees would remain, since there would be no potential safety hazard to people living adjacent to them, and there would be no need for installation of curb, gutters, and sidewalk along Castle Drive. Fire protection would still be problematic due to the less than 26 feet wide Castle Drive, and the possibility of parked vehicles along the roadway. However, this alternative would only occur if the property is donated by the owner for open space purposes, or if the site is purchased by a public or quasi-public agency.

The reduced density alternative would entail the construction of fewer units than proposed. Less homes constructed along Castle Drive would alleviate many of the impacts identified as well as respond to the neighborhood concerns. Particularly, the impacts regarding traffic safety would be reduced since less vehicle trips would be generated, and potentially fewer vehicles would be illegally parked along the roadway. The eucalyptus trees could still constitute a potential safety hazard to homes constructed along Castle Drive.

The North Hill Area Report, prepared by Oakland City Planning Department, September 1979, recommends various sites in the northern part of the Oakland Hills to be rezoned to lower densities, based on factors such as slopes, access problems and hazardous conditions. The project site is included in this study, and it is recommended that it be rezoned from R-30 to R-10. An R-10 zoning would permit lots with a minimum of 25,000 square feet, with a minimum lot width of 100 feet; two off-street parking spaces would be required.

ENVIRONMENTAL CATEGORY: Traffic - Road Capacities/Intersection Capacities

Comment Sources (See appendices)

1. Written Comments

A. <u>Citizens:</u>	<u>Name</u>	<u>Date</u>
	Brewer and Bohannon	5/30/79
	Jack S. Johannes	5/29/79

B. Agencies or
Departments:

2. Public Testimony
on:

Comment: Questioned the statement in the Draft EIR that the addition of project generated vehicles would not result in roads being used beyond their capacity.

Response: As stated in the EIR, the capacities of the streets in the project area are controlled by their intersections, not narrow roadway width or driveways. Roadway width does influence the capacity of a street section. However, the traffic volumes on Castle Drive and Larry Lane are relatively light, and are mainly one-directional during the morning and afternoon peak hours. Consequently, there are few chances for conflicts between uphill and downhill traffic in the narrow sections of roadway.

The presence of driveways also influences the capacity of a roadway section. However, there are only about 10 driveways on Larry Lane and there will only be about 18 driveways on Castle Drive. Since these driveways

will generate only about 7 and 13 peak hour trips respectively, then there are few chances for conflicts between driveway and street traffic.

As stated in the EIR, the capacities of Larry Lane and Castle Drive/Mountaingate Way are controlled by their intersections with Ascot Drive.

The capacity used in our analysis was calculated assuming that the sole function of a roadway is to allow the smooth passage of traffic. Though this may be true for freeways and arterial roads, it must be remembered that local, residential roads perform other functions. They give access to homes and are used by pedestrians and bicycles. Heavy traffic volumes on residential streets increase noise, affect the safety of pedestrians crossing the street, and can form a "barrier" between residents on either side of the street. All this suggests that it should be possible to consider a residential road, its character and use, and to define the volume of traffic permissible on the street consistent with good environmental conditions. This amount of traffic could be called the environmental capacity, and in all probability it will be lower than the design capacity, i.e., the maximum number of vehicles that could be driven along the street.

Attempts to define environmental capacity of a residential street have been documented in several studies, notably Traffic in Neighborhoods: Policies for More Livable Streets, by Donald Appleyard, which considers the opinions of residents of several Bay Area cities living on streets with varying traffic volumes, concerning such issues as high speeds, danger to children, noise, parking, and sense of identity with the neighbors and neighborhood. Another study of Environmental Capacity of Streets by Buchanan identifies the quantifiable measures of pedestrian inconvenience and safety related to traffic volumes. Both studies reach conclusions which agree that residential neighborhoods begin to sacrifice certain comforts as traffic volumes rise above 2,000 ADT, and that these neighborhoods have lost much of their appeal when traffic reaches 10,000 ADT.

All the streets in the project areas (except Ascot Drive) presently carry less than 2,000 ADT. With the project, all these streets will continue to carry less than 2,000 ADT. Mountaingate Way near Ascot Drive will, however, have just less than 2,000 ADT with the project, and therefore will be at its environmental capacity.

ENVIRONMENTAL CATEGORY: Comments on the Project

Comment Sources (See appendices)

1. Written Comments

Luther N. Johnson	5/19/79	Grace Doty	5/25/79
Marion Byrne	5/21/79	David Reichel	5/26/79
Russel and Ann Silver	5/22/79	Murial Nelson	5/27/79
David and Zalia Schnuck	5/22/79	Walter H. Byron, Jr.	5/27/79
Ruth Weisner	5/23/79	Shirley Thored	5/28/79
John and Joanne Davidson	5/24/79	Edith Weitz	5/28/79
Nubar Tashjian	5/24/79	Helen Guichard	5/28/79
Charlotte Schneider	5/24/79	Earl Whitts	5/28/79
Mr. and Mrs. W. Keith		Eric and Mary Laub	5/29/79
Turner	5/24/79	George Beegle	5/29/79
Phylis and Jack Solinsky	5/24/79	C. Jean and Charles W.	
Petitioners	5/25/79	Kruck	5/29/79
Wallace Wahlgren	5/26/79	Mrs. Fred Hirsh	5/29/79
Robert M. Komar	5/30/79	Judith Lee	Undated
Harvey M. Freedman	6/1/79	John, Suzanne, Johnny Fogg	5/10/79
Nubar Tashjian	5/25/79	Joe & Mayme Cohan	5/19/79
Mary Wilson	5/25/79	Kennan and Doris Heinck	5/19/79

2. Public Testimony

on:

10/24/79

Dorothy Martin
Mrs. Sanders
Robert Brewer
Betty Ashland
Mr. Ronay

Comment: Many persons submitted letters to the City of Oakland expressing opinions about the proposed project.

Response: We appreciate the opinions expressed. It is the function of the EIR to respond to comments on the Draft EIR (CEQA Guidelines, Section 15146). It is not the function of the EIR to discuss the appropriateness of a project, but rather to explain the environmental impacts of a proposed action. The letters have been made part of the case file for consideration by the decision-making body.

APPENDICES

APPENDIX F.1

Soils Report

APPENDIX F.2

Arborist Report

APPENDIX F.3

Letters Commenting on the
Draft EIR

APPENDIX F.1

DIABLO SOIL ENGINEERS

February 6, 1978
File 2124

John C. Sue
3810 Park Boulevard
Oakland, California 94602

SUBJECT: Castle Drive Project

REFERENCE: Geotechnical Reconnaissance Report for Castle Drive Sub-
division, Oakland, California, Dated January 25, 1978,
By Diablo Soil Engineers

Dear Mr. Sue:

The purpose of this letter is to present an impression of soil condition based on drilling operations conducted at the subject site on February 3, 1978. The investigation consisted of four borings along Castle Drive to a maximum depth of 33 feet and five borings along the canyon bottom north of the creek to a maximum depth of 23 feet. The purpose of this investigation is to determine and classify the underlying earth materials for safe and economical site development and design of foundations for the proposed structures.

As noted in the referenced geotechnical reconnaissance report, the site is crossed by the ancient, inactive Chabot Fault along the bottom of the canyon. Bedrock north of this fault consists of a sedimentary sequence of interbedded sandstone and shale, while bedrock south of the fault consists of serpentine.

FINDINGS

Borings Along Castle Drive

Borings along Castle Drive (boring 1 through boring 4) indicate that fills placed downslope from the street vary locally from 4 feet to 23 feet deep. The competency of the fill material is to be determined by laboratory analysis which is now in progress. However, based on field blow counts (140 pound hammer dropping 30 inches on a 2.5 inch I.D.

California sampler) we find that fills encountered in the upper 4 to 10 feet are loose to firm in place with an increase in density with depth. We also found that the deepest fill lies immediately adjacent to the roadway and does not extend very far downslope. Fill materials are underlain by 2 to 4 feet of native soil consisting of light brown sandy silts with appreciable amounts of weathered rock fragments. In general, field borings indicate serpentine bedrock along the north facing slopes of Castle Drive and interbedded sandstones and shales along the west and south facing slopes north of the canyon bottom.

Borings in the Canyon Bottom

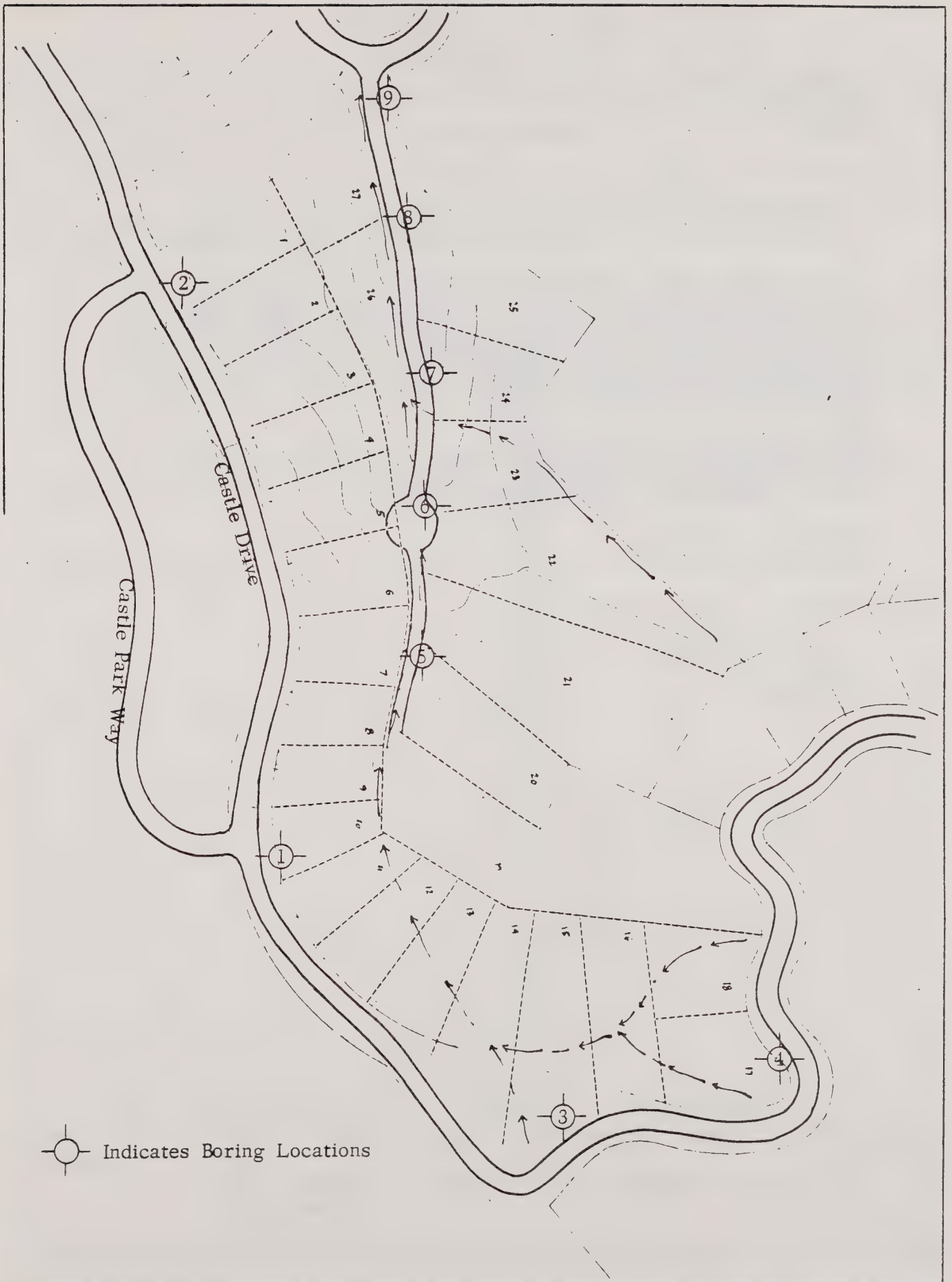
Borings along the canyon bottom (boring 5 through boring 9) indicate an average of 10 to 15 feet of slope wash consisting of dark brown clayey silt with a large percentage of sandstone and shale fragments underlain by sandstone and shale bedrock. The engineering properties of the soil cover are to be determined through laboratory analysis. However, we would expect these materials to be moderately expansive and compressible under surcharge.

Groundwater was encountered in borings along the canyon bottom and varies from approximately 23 feet deep at the eastern end and surfaces near the western end. (Groundwater elevations are based on observations of February 3, 1978).

CONCLUSIONS

Based on the above summarized field investigation we conclude that the property is suitable for the proposed development. The following provisions are made based on our field observations.

- 1) All structures should be founded on deep piers drilled into underlying firm bedrock. Although the two types of bedrock encountered at the site are quite different, both will develop adequate bearing capacity for the intended use.
- 2) Foundations for homes placed on slopes should be designed to withstand lateral soil pressures imposed by downhill creep of fill and/or native soil cover. The depth of soil cover at each lot should be determined upon availability of final site plans.
- 3) Underdrainage should be provided beneath any fill or structure placed in the canyon bottom and upslope of any retaining structures including house foundations.



⊙ Indicates Boring Locations

SITE PLAN

ARCHITECT
ENGINEER
PLANNING

JOHN SUE ASSOCIATES

1810 Park Avenue, Suite 200, Los Angeles, CA 90025

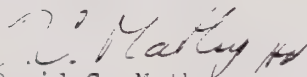
February 6, 1978
File 2124
Page 3

The above provisions are subject to modification upon completion of laboratory analysis, literature research, and review of finished plans.

Due to the fact that homes are not planned immediately beneath the existing fills along Castle Drive it is considered unnecessary to remove all of these soils. In fact, piers for homes along the top of the slope will tend to knit the slope materials together thus increasing their overall stability. Some shaving off at the top of the slope may be necessary dependent on results of laboratory testing and stability analysis.

We are proceeding with laboratory analysis and will continue to do so unless otherwise notified by you. If we may be of any further assistance at this point, please feel free to contact us.





Respectfully submitted,
DIABLO SOIL ENGINEERS


David C. Mathy
RCE 28082

DCM:ct

DIABLO SOIL ENGINEERS

Logged By: HRV				EXPLORATORY BORING LOG				Hole No. 1	
Date Drilled: 2/3/78									


Dry Density p.c.f.	Moisture Content %	Penet. Resist. Blows/ft.	Unconf. Comp. Strength, k.s.f.	Direct Shear Test		Sample Number	Depth in Feet	Boring Log	Job No. 2124
				"C" k.s.f.	"g" Degree				
									DESCRIPTION
111.1	14.6	12*				1 - 1	2		Fill - Mottled light brown to dark brown clayey silt with appreciable amounts of serpentine rock fragments varying in size from sand to gravel; moist in place; traces of organics
104.0	18.2	11*				1 - 2	4		
99.6	21.5	14*				1 - 3	6		
113.3	12.3	15*				1 - 4	8		
							10		Stiffer drilling, increasing density with depth.
							12		
100.9	15.5	25*		0.2	28 ⁰	1 - 5	14		
							20		Natural ground - Light brown sandy silt with traces of medium sand; dry
							22		
107.5	11.1	50*				1 - 6	24		
							26		Bedrock - Serpentine, very dense, massive
							28		
							30		
							32		
-	10.4	30**							
									End of Boring

Remarks:




* 140 lb. hammer - 30" drop - 2.5" I.D. California sampler

** 140 lb. hammer - 30" drop - 2.0" O.D. Standard Penetration Sampler




DIABLO SOIL ENGINEERS

Logged By: HRV				EXPLORATORY BORING LOG				Hole No.	
Date Drilled: 2/3/78								2	
Dry Density p.c.f.	Moisture Content %	Penet. Resist. Blows/ft.	Unconf. Comp. Strength, k.s.f.	Direct Shear Test		Sample Number	Depth in Feet	Boring Log	Job No. 2124
				"C" k.s.f.	"Q" Degree				DESCRIPTION
102.3	12.3	25*				2 - 1	2		Fill - Mottled brown to reddish brown clayey silt with appreciable amounts of serpentine rock fragments; dry and firm in place
144.8	3.5	56*				2 - 2	4		
							6		
							8		Natural ground - Light brown sandy silt with traces of medium sand; dry
							10		Bedrock - Serpentine, very dense, massive
							12		
							14		
							16		
							18		
							20		
							22		
							24		
							26		
							28		
-	8.7	40**							E.O.B.
Remarks:									


DIABLO SOIL ENGINEERS

Logged By: HRV				EXPLORATORY BORING LOG				Hole No. 4			
Date Drilled: 2/3/78											
Dry Density p.c.f.	Moisture Content %	Penet. Resist. Blows/ft.	Unconf. Comp. Strength, k.s.f.	Direct Shear Test		Sample Number	Depth in Feet	Boring Log	Job No. 2124		
				"C" k.s.f.	"φ" Degree						
DESCRIPTION											
119.7	10.1	18*		-0-	36°	4 - 1	2 4 6		Fill - Mottled light brown to dark brown clayey silt with appreciable amounts of sandstone and serpentine rock fragments		
114.9	9.9	22*				4 - 2	8 10 12				
							14 16 18 20 22				Bedrock - Light brown sandstone, very dense
							24 26 28		E.O.B. drilling refusal		
Remarks:											


DIABLO SOIL ENGINEERS

Logged By: HRV				EXPLORATORY BORING LOG				Hole No.	
Date Drilled: 2/3/78								3	
Dry Density p.c.f.	Moisture Content %	Penet. Resist. Blows/ft.	Unconf. Comp. Strength, k.s.f.	Direct Shear Test		Sample Number	Depth in Feet	Boring Log	Job No. 2124
				"C" k.s.f.	"Q" Degree				DESCRIPTION
98.3	10.8	16*				3 - 1	2		Fill - Mottled brown clayey sandy silt; dry
							4		Natural ground - Light brown very silty sands; dry
-	21.4	30*				3 - 2	6		Natural ground - Light brown very silty sands; dry
							8		Bedrock - Light brown sandstone very dense
-	9.0	60**					10		Bedrock - Light brown sandstone very dense
							12		
							14		E.O.B.
							16		
							18		
							20		
Remarks:									


DIABLO SOIL ENGINEERS

Logged By: HRV				EXPLORATORY BORING LOG				Hole No. 5		
Date Drilled: 2/3/78										
Dry Density p.c.f.	Moisture Content %	Penet. Resist. Blows/ft.	Unconf. Comp. Strength, k.s.f.	Direct Shear Test		Sample Number	Depth in Feet	Boring Log	Job No. 2124	
				"c" k.s.f.	"q" Degree					
DESCRIPTION										
114.2 -	16.3 -	22* 9**				5 - 1	2 4		Dark brown clayey silt with sandstone rock fragments - slope wash	
120.0	12.6	13*	2.1			5 - 2	6 8 10			
							12 14 16 18			Bedrock - Dark grey interbedded sandstone and shale; hard
							20 22 24 26 28			
								E.O.B. drilling refusal		
Remarks:										

DIABLO SOIL ENGINEERS

Logged By: HRV				EXPLORATORY BORING LOG				Hole No. 6	
Date Drilled: 2/3/78									
Dry Density p.c.f.	Moisture Content %	Penet. Resist. Blows/ft.	Unconf. Comp. Strength, k.s.f.	Direct Shear Test		Sample Number	Depth in Feet	Boring Log	Job No. 2124
				"C" k.s.f.	"Q" Degree				
									. DESCRIPTION
123.1	10.6	22*				6 - 1	2		Dark brown clayey silt with appreciable amounts of sandstone and shale fragments - slope wash
							4		
							6		
							8		
10	Dark grey to blue silty clay; moderately plastic, very moist								
12									
6 - 2		14	Dark brown to brown clayey sandy silt with appreciable amounts of sandstone and shale fragments - slope wash						
		16							
	18								
	20								
							22	Bedrock - Dark grey interbedded sandstone and shale; hard	
						24			
						26			
						28			
									E.O.B. drilling refusal
Remarks: Free water at 23' on 2/3/78									

DIABLO SOIL ENGINEERS

Logged By: HRV			EXPLORATORY BORING LOG					Hole No. <div style="text-align: center; font-size: 1.2em;">7</div>	
Date Drilled: 2/3/78									
Dry Density p.c.f.	Moisture Content %	Penet. Resist. Blows/ft.	Unconf. Comp. Strength, k.s.f.	Direct Shear Test		Sample Number	Depth in Feet	Boring Log	Job No. 2124
				"C" k.s.f.	"q" Degree				
DESCRIPTION									
114.3	17.3	18*				7 - 1	2		Dark brown clayey silt with sandstone and shale fragments - slope wash
							4		
							6		
							8		
							10		
							12		
							14		
							16		
							18		
							20		
22									
24									
26									
28									
E.O.B. drilling refusal									
Remarks: Free water at 14.5' on 2/3/78									

DIABLO SOIL ENGINEERS

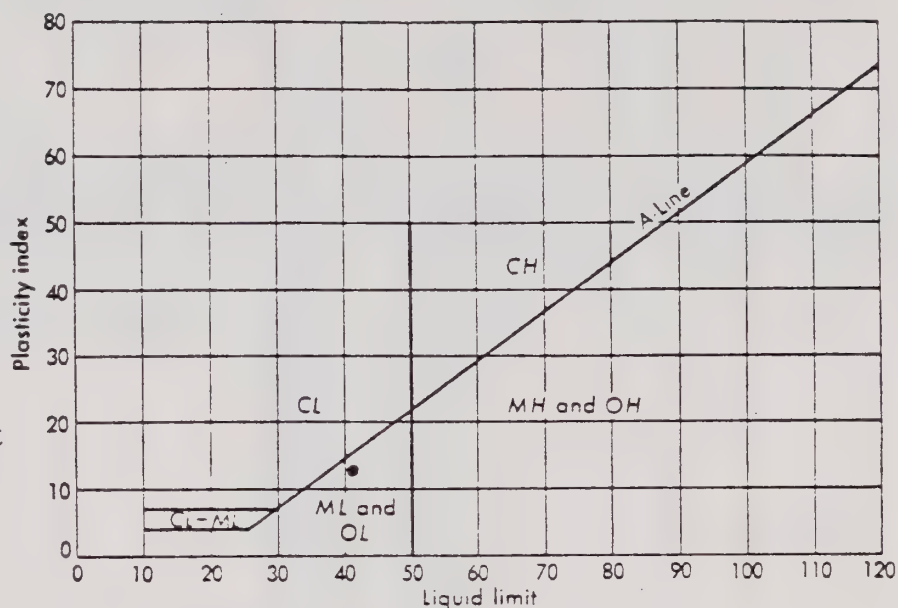
Logged By: HRV				EXPLORATORY BORING LOG				Hole No. 8	
Date Drilled: 2/3/78									
Dry Density p.c.f.	Moisture Content %	Penet. Resist. Blows/ft.	Unconf. Comp. Strength, k.s.f.	Direct Shear Test		Sample Number	Depth in Feet	Boring Log	Job No. 2124
				"C" k.s.f.	"g" Degree				
DESCRIPTION									
-	18.9	7**					2		Dark brown clayey silt with sandstone and shale fragments - slope wash; loose to firm in place
						4			
						6			
						8			
-	29.5	12**	2.8				10		E.O.B. drilling refusal on hard sandstone bedrock
						12			
						14			
						16			
						18			
						20			
Remarks: Free water at 7.0' on 2/3/78									

DIABLO SOIL ENGINEERS

Logged By: HRV				EXPLORATORY BORING LOG				Hole No. 9	
Date Drilled: 2/3/78									
Dry Density p.c.f.	Moisture Content %	Penet. Resist. Blows/ft.	Unconf. Comp. Strength, k.s.f.	Direct Shear Test		Sample Number	Depth in Feet	Boring Log	Job No. 2124
				"C" k.s.f.	"g" Degree				
									DESCRIPTION
							2		Mottled brown to reddish brown clayey silt with sandstone and shale fragments - slope wash
							4		
							6		
							8		
							10		
							12		Bedrock - Dark grey shale; hard
							14		
							16		Dark grey to blue silty clay; moderately plastic; very moist
							18		
							20		Dark grey shale; hard
									E.O.B.
Remarks:									

DIABLO SOIL ENGINEERS

PLASTICITY CHART



Sample 6-1

Dark brown clayey silt

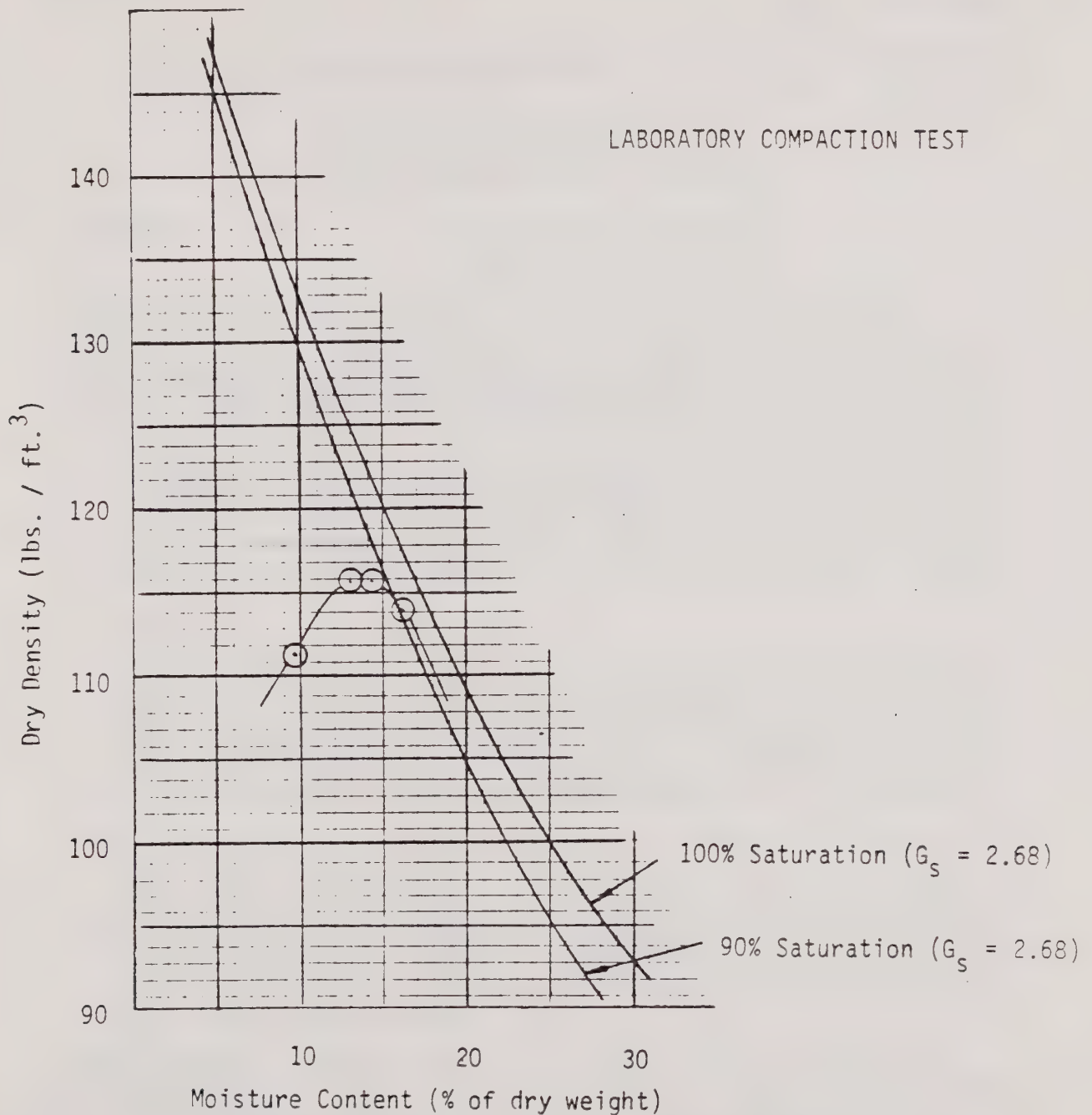
Liquid limit = 41

Plastic limit = 29

Plastic index = 12

MAJOR DIVISIONS			TYPICAL NAMES	
COARSE GRAINED SOILS MORE THAN HALF IS LARGER THAN #200 SIEVE	GRAVELS MORE THAN HALF COARSE FRACTION IS LARGER THAN NO. 4 SIEVE SIZE	CLEAN GRAVELS WITH LITTLE OR NO FINES	GW	WELL GRADED GRAVELS, GRAVEL - SAND MIXTURES
			GP	POORLY GRADED GRAVELS, GRAVEL - SAND MIXTURES
		GRAVELS WITH OVER 12% FINES	GM	SILTY GRAVELS, POORLY GRADED GRAVEL - SAND - SILT MIXTURES
			GC	CLAYEY GRAVELS, POORLY GRADED GRAVEL - SAND - CLAY MIXTURES
	SANDS MORE THAN HALF COARSE FRACTION IS SMALLER THAN NO. 4 SIEVE SIZE	CLEAN SANDS WITH LITTLE OR NO FINES	SW	WELL GRADED SANDS, GRAVELLY SANDS
			SP	POORLY GRADED SANDS, GRAVELLY SANDS
		SANDS WITH OVER 12% FINES	SM	SILTY SANDS, POORLY GRADED SAND - SILT MIXTURES
			SC	CLAYEY SANDS, POORLY GRADED SAND - CLAY MIXTURES
FINE GRAINED SOILS MORE THAN HALF IS SMALLER THAN #200 SIEVE	SILTS AND CLAYS LIQUID LIMIT LESS THAN 50		ML	INORGANIC SILTS AND VERY FINE SANDS WITH LOW PLASTICITY, SILTY OR CLAYEY FINE SANDS, OR CLAYEY SILTS WITH LOW PLASTICITY
			CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEATHY CLAYS
			OL	ORGANIC CLAYS AND ORGANIC SILTY CLAYS WITH LOW PLASTICITY
	SILTS AND CLAYS LIQUID LIMIT GREATER THAN 50		MH	INORGANIC SILTS, MEDIUM TO HIGH PLASTICITY, FINE SANDY SILTS, SILTY CLAYS
			CH	INORGANIC CLAYS OF HIGH PLASTICITY, FAT CLAYS
			OH	ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC CLAYS
HIGHLY ORGANIC SOILS			PT	PEAT AND OTHER HIGHLY ORGANIC SOILS

UNIFIED SOIL CLASSIFICATION SYSTEM

**DIABLO SOIL
ENGINEERS**

SAMPLE: Bulk sample boring no. 9 at 2 ft.

DESCRIPTION: Medium brown clayey silt with rock fragments

LABORATORY TEST METHOD: ASTM D 1557

MAXIMUM DRY DENSITY: 116.0

OPTIMUM MOISTURE CONTENT: 13.5%

DIABLO SOIL ENGINEERS

January 25, 1978

File 2124

GEOTECHNICAL RECONNAISSANCE REPORT

Castle Drive Subdivision
Oakland, California

This report describes the results of our preliminary research and site observation for a 28-lot proposed housing development. The construction is to be installation of custom-designed, single-family, wood-frame dwellings situated mostly on steep slopes in the Oakland hills. The site encompasses some areas of potential soil slope instability that we discussed in the text of this report. These concerns may be resolved by the implementation of standard construction procedures to be specified by the soil engineer.

In brief summary, we conclude that the property can be developed if prudent measures are taken to identify specific problem areas and if adequate construction measures are implemented. The features that we have described in this report are not out of the ordinary for the region, and the measures that will be taken can be accomplished with conventional construction equipment.

This report is technical in nature, but the lay reader will nevertheless be able to follow the thrust of our remarks. The report is intended to serve as an information source to government officials to help in their review of the project. We will be happy to respond to questions or comments to the report in writing or at public hearings upon request.

DIABLO SOIL ENGINEERS

Dean Affeldt
Dean Affeldt
Staff Geologist

DA/HRV:ks

Herbert R. Volin
Herbert R. Volin
Principal



GEOTECHNICAL RECONNAISSANCE REPORT

Castle Drive Subdivision
Oakland, California

INTRODUCTION

This report is based upon our preliminary geological and soil engineering examination of the property that is proposed to be subdivided into 28 residential lots. Our examination consisted of a thorough site and neighborhood reconnaissance, and a literature search for information about the area's geotechnical history.

The property consists of three assessor's parcels: 430-7268-2-19, -2-20, and -3-6; all covering about 12 acres. Nineteen lots are proposed to slope downhill from Castle Drive, and nine lots would be in the valley below, on an extension of Larry Lane.

1. Location and Site Description

The site fronts on Castle Drive in the Oakland Hills approximately 2000 feet east of the MacArthur Freeway. The site is a narrow valley in its natural state except for the Castle Drive roadfill along the uphill boundary. The valley bottom has been graded to create a roadway access.

2. Topography

The project area includes a dry valley with steep slopes below Castle Drive. Elevations on the property are from approximately 1100 feet to 800 feet above sea level. The northeast-facing slopes are steeper (1 : 1 horizontal : vertical) than the southeast slopes (approximately 2 : 1).

Native slope contours on the site appear regular, indicating no significant slope instability. Bedrock in the road cuts is immediately below the thin topsoil veneer except for deeper soils in the valley bottom where weathering and shallow erosion is occurring. The fill on the north side of Castle Drive appears stable except for slope movement in the fill over the valley culvert as discussed elsewhere in this report.

3. Vegetation

The northeast-facing slope is vegetated with trees and grasses, while the sunny, southwest-facing slope is predominantly

covered with scrub brush and grass. Native vegetation was removed from the dry wash in the valley bottom when it was graded for roadway access many years ago.

4. Rainfall and Drainage

Rainfall at the site is 26 inches per year, with about 80% of the rain falling between the months of November and April. This amount of rainfall is high for the East Bay Area, which receives from 16 inches per year along the Bay shore, to 29 inches in Orinda (1)*. About 40% of the rain runs off of the site due to shallow bedrock conditions when the ground has been pre-saturated by earlier rains.

The narrow valley channels rainfall runoff in a north-westerly direction off the site. This normally dry watercourse has been previously graded and "improved" with a paved ditch along most of its downstream portion. Intermittent seepage may be present on the lower slopes and valley bottom, but seepage appears not to be sufficiently active to cause slope instability.

5. Seismicity

The San Francisco Bay area is seismically active with three major active faults and seven minor faults. Historically, five violent earthquakes and thirty-three other damaging earthquakes have occurred on these faults. This broad complex of faults is associated with the San Andreas fault system where five major (greater than Richter magnitude 7.0) earthquakes have occurred (1836, 1868, 1906, 1907, and 1909).

The three major active faults of this system are the San Andreas, Calaveras and Hayward faults which are 20 miles west, 5 miles east and 1000 feet west of the site, respectively (2). The closest fault belongs to the geologically ancient Chabot fault system. This fault forms the contact of the geologic units on-site. The fault is approximately located in the northwest-trending gully that bisects the site. The Chabot fault system is not considered active by the State Geologist (3), pursuant to provisions of the Alquist-Priolo Special Studies Act, 1972.

The Hayward fault is the nearest active fault and is the origin of two of the five major Bay Area earthquakes (1836, 1868).

*Numbers in parentheses are references listed in the appendix.

The presumed epicenter location of the 1836 event was in northwestern Alameda County, in the vicinity of the Highway 24 / Warren Freeway interchange. The epicenter location for the 1868 earthquake is in southwestern Alameda County, in the vicinity of Fremont. The latter event was accompanied by 3 feet of horizontal right-lateral movement (west side moves north relative to the east side).

Current activity on the Hayward fault is termed "tectonic creep", a slow, continuous movement without significant earthquakes. Estimates of the slippage-rate is derived from municipal survey records and U.S. Geological Survey monument lines across known fault locations. The results of these studies indicate creep rates from a hundredth of an inch per year to 0.1 inch per year (2). Survey lines near Joaquin Miller Road indicate a 0.02 inch per year creep-rate.

The maximum credible earthquake for the Hayward fault is Richter magnitude 7.5 (5). Such an event is expected to be accompanied by up to 7 feet of horizontal movement and 1.5 feet of vertical movement (4). Statistical analyses indicate 15% to 50% probability of such an event occurring within any given 50-year period (6). The large range in probability is due to the paucity of data concerning large magnitude quakes.

The major cause of earthquake damage resulting from a moderate to major seismic event will be from ground shaking and associated seismic-related ground failure. Local ground conditions have a profound effect on the ground response of a particular site -- such factors include topography, soil thickness, density and water content and the relative firmness of the underlying bedrock. In general, structures underlain by thick, water-saturated, unconsolidated deposits will experience greater levels of shaking than those structures founded on firm bedrock.

For this project, the liquefaction potential from seismic shaking is low because of the significant amounts of clay in the soil which act as a binder. There do not appear to be any deposits of granular, non-cohesive soil on the property.

6. Geology

The ancient Chabot fault on the property has weakened the rocks in the bottom of the existing valley. There are two different rock types on either side of the fault: on the north side lies

the Cretaceous (63 - 135 million years ago) age Joaquin Miller formation, a sedimentary sequence of interbedded sandstone and shale. South of this gully lies Cretaceous-Jurassic (63 - 131 million years ago) age serpentine of the Franciscan formation (7).

The Joaquin Miller formation forms moderately steep-sided ridges and canyons. Geologic maps of the area indicate northwesterly dips of 48° to 65° (7). Road cuts in Castle Drive show the formation to be folded resulting in both northeasterly and northwesterly dips. The general plunge of these folds appears to be towards the northeast, so translational movements along bedding planes is not expected on the site.

The Franciscan serpentine that was observed in the old Castle Drive road cuts reveals generally good competency. Areas of little fracturing and shearing such as found on the project have very good stability, but intensely sheared serpentine elsewhere in the Oakland Hills have failed on slopes as moderate as 2 : 1 (horizontal : vertical) (7). In contrast, the serpentine in the project area has formed relatively steep 1 : 1 slopes that have remained stable. Soil development there is either sparse or absent and seldom is greater than a foot thick (7).

No major landslides have been mapped on the site (8, 9) but on our field investigations, we saw signs of shallow surface instabilities in the native topsoil, and a slide in the dumped fill at the head of the valley where the slope is oversteepened.

7. Soils

Soil development on the site varies with rock type, slope and the degree of weathering. The soil development on serpentine bedrock such as found on the southern slope is generally sparse or absent. Intensely sheared serpentine tends to develop a thin clayey topsoil while relatively unsheared rock has very little overlying soil.

The sandstone/shale sequence on the north slope could have deeper weathering depending on how fractured and wet the bedrock is. The topsoil is a very loose clayey sand loam which is both moderately expansive and erodible. Soil development in ravines could be at least three feet thick.

Dumped fill was placed on the site presumably from development of residences on Castle Park Way and the construction of

Castle Drive. The fill is deepest at the two points where Castle Park Way intersects Castle Drive and may be 20 feet thick on the slope. The fill was probably loosely placed but it may have naturally densified during the years it has been in place.

IMPACTS

We conclude that the property is suitable for development. The project is not expected to have a significant impact on the environment, but potential impacts of the environment upon the project do exist.

There are the normal hillside-related hazards of soil instability due to the natural tendency to shrink, swell, and creep downhill from season to season. In addition, there is evidence of erosion and surface sloughing during extremely wet winters. Such hazards can be provided for, however, with prudent building practices and implementation of soil engineering recommendations.

The southern portion of the site is within a regional area classified as being underlain by incompetent formations. While slope stability is poor in clay-rich portions of this rock type, suitably oriented serpentine beds such as found on the project site have greater stability. According to our observations of serpentine elsewhere in the neighborhood, no significant bedrock movements were seen.

The sliver fill on the downhill side of Castle Drive is of questionable quality. There is a slide in the fill; and settlement, erosion, creeping and perhaps more sliding may be possible if proper measures are not taken during site development.

Because the site is not in an active fault zone, the site is outside of the area of predicted possible ground breakage, and there is little likelihood of direct fault offset beneath structures on this site. However, shaking from other faults should be expected to occur within the economic life of the site with possible minor structural damage. Nevertheless, damage should be no more severe in the project area than elsewhere in the Montclair area.

MITIGATIONS

Actual location of structures should be subject to the results of a detailed, subsurface investigation performed by a competent soils

engineering firm. Subsurface information will be needed to determine the relative competency and slope stability of the underlying materials.

Soil instabilities from soil movement should be mitigated by suitable foundation systems such as deep pier foundation systems. Engineering designs can effectively minimize structural damages due to expansive soils. Differential foundation settlement is not expected if deep foundations are installed and no major unsupported earth cuts are made.

Underdrainage at the site will probably be necessary to assure soil stability. Underdrains will work by draining running water and by drying the soil with internal air circulation and evaporation. A competent engineer will be needed for specific design recommendations in drainage control.

Yards should be designed for surface runoff away from the houses or into drains or catch-basins. Drainage should not be allowed to collect and pond anywhere on the site. Landscape watering should be kept to a minimum. Native plants that are self-sustaining should be encouraged.

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3. _____, 1974, Map showing Recently Active Breaks Along the Hayward Fault Zone ... : Misc. Invest. Series Map I-013.
4. California Division Mines and Geology, 1961, Geologic Map of California: San Francisco sheet.
5. _____, 1974, Special Studies Zone Map, Oakland East 7.5-Minute Quadrangle, California.
6. Alameda County Planning Department, 1975, Seismic Safety Element.
7. U.S. Geological Survey, 1975, Studies for Seismic Zonation of the S.F. Bay Region: Prof. Paper 941-A.

January 25, 1978

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Page 7

8. Contra Costa County Planning Department, 1975, Seismic Safety Element: Technical Background Report.
9. U.S. Geological Survey, 1969, ... Engineering Geology of the Oakland East Quadrangle, California: Map GQ-769.
10. _____, 1976, Recent Landslides in Alameda County, California: Bull. 1398.
11. _____, 1973, Preliminary Photointerpretation Map of Landslide and Other Surficial Deposits of the Concord 15-Minute Quadrangle ... California: (SDC 57).

DIABLO SOIL ENGINEERS



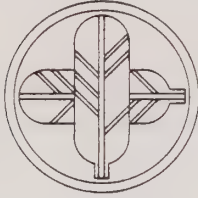
Hayward Fault Zone as shown on the
State Geologist's maps (Reference 3)

LOCATION PLAN
Scale: 1" = 2000'

Figure 1

APPENDIX F.2

Mai K. Arbegast



RECEIVED SEP 4 3 1979

Jane Landscape Architect

Horticultural Consultant

1330 spruce street

berkeley, california 94709

415/841-9067

September 6, 1979

Park Properties
3810 Park Boulevard
Oakland, California 94602

Re: Park Properties
Castle Drive
Oakland, California

Gentlemen:

I am responding to your request to observe the eucalyptus trees which border your project on Castle Drive, near Castle Court in Oakland and to give you my evaluation of these trees in terms of their horticultural problems and or performance for your project. I have reviewed the plans, the environmental report prepared by EIP and the addended tree report by Mr. George Hood. I have visited the site and make the following conclusions and recommendations:

1. The trees are in excellent health. Some suffered during the heavy freeze about three years ago, but are sprouting back from the live wood and are in healthy condition. The damage was temporary and corrective pruning can be accomplished to avoid further damage. Initial tree surgery to prune off some of the sucker growths which have been indicated as dangerous would not be difficult to do. The trees are all healthy, and are not suffering from any debilitating disease.
2. It is important that a program be established for the maintenance of these trees. I suggest the following procedures:
 1. That trees are pruned yearly to remove large sucker growth.
 2. That dense suckering be discouraged by the removal of half of the strong vertical growths.
 3. That the trees be topped to a point where they can be maintained with manageable tree equipment and not allowed to grow beyond that..
 4. That the trees be reviewed on an annual basis to be sure all dangerous limbs have been cut out.
 5. Within a 5 to 10 year period, the trees should reach a steady state of growth where monitoring might occur every 2nd or 3rd year for dangerous limbs only.
3. The trees are characterized by single trunks with very few heavy side branches. This is due in part to the closeness of planting and spacing. However, it is

September 6, 1979

Park Properties

Page 2

this closeness of spacing that makes these trees especially attractive in the dominant visual role that they play on Castle Drive.

These trees in effect now mark the street. They give Castle Drive a special character and impact by their location and spacing and size. It would be a shame to cut down these trees to reveal the proposed housing with less substantial plants on the street-side of the project. These trees in effect will partially screen the proposed housing and will help to fit them into the urban landscape. Drastic cutting of all existing trees would make a large 'hole' in this normally wooded area.

4. It has been indicated that some trees would be removed to accomodate driveways and that some would remain to form the street face of the development. This in my opinion is reasonable as the limited removal of trees as proposed would not negatively effect the screening capability and the integrity of the visual character of the tree row.

From an urban landscape design and horticultural point of view, careful initial tree pruning, careful removal of trees which must be removed, and then a continuing program for maintenance on a regular basis for these trees (as indicated under 2.), would do much to insure the lessening of the visual impact of the development upon the neighborhood.

As an undesirable alternative, removal of all trees would create a drastic visual change and result in a negative impact upon the neighborhood.

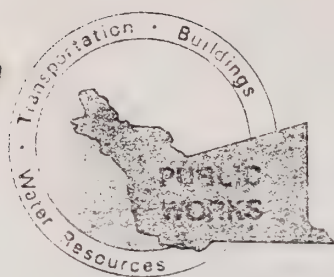
If you should have any further questions, please do not hesitate to call me.

Sincerely,

Mai K. Arbegast
Landscape Architect

MKA:r

APPENDIX F.3



COUNTY OF ALAMEDA
PUBLIC WORKS AGENCY

ALAMEDA COUNTY FLOOD CONTROL
AND
WATER CONSERVATION DISTRICT

399 Elmhurst Street • Hayward, CA 94544 • (415) 881-6470



May 11, 1979

Zone 12 Line J

Mr. Marc Herbert
City of Oakland
Planning Department
City Hall
14th and Washington Streets
Oakland, CA 94612

RECEIVED

MAY 18 1979

CITY PLANNING COMMISSION
ZONING DIVISION

Dear Mr. Herbert:

After careful review of the Park Properties Environmental Impact Report, the following comments are submitted for your consideration:

1. Due to the steep canyon topography and the erodability of the soils, construction should be planned for the dry season.
2. An erosion and sediment control plan should be prepared for the project site to mitigate sedimentation of downstream channels.

It would be appreciated if a copy of both the site plan and the erosion and sediment control plan be submitted to our offices.

Thank you for the opportunity to comment on the Park Properties Project.

Very truly yours,

PAUL E. LANFERMAN
ENGINEER-MANAGER

PEL:FMW:jp

cc: Inter-Agency Coordination Section
Design Section III

CITY OF OAKLAND Interoffice Letter

To: City Planning Department Attention: Willie Yee, Jr. Date: May 21, 1979

From: Parks Services Department

Park Properties Subdivision

Subject: Draft EIR Review and Comments

The Park Properties draft EIR's strengths and weaknesses may be summed up in one word - brevity. While this quality makes for easy reading, and thus rapid reviewing, it also leads to rather significant weaknesses. Major areas of concern are:

1. Eucalyptus Removal: Appendix C clearly calls for removal of all Eucalyptus* on the site, particularly those fronting Castle Drive. The total removal of the Castle Drive Eucalyptus is also listed as a "significant environmental effect which cannot be avoided if the proposal is implemented." Yet, in the actual text of the EIR dealing with site vegetation, project impacts on same, and mitigation alternatives, no mention is made of the project requiring the Eucalyptus removals previously mentioned ("could" is the phrasing found on page 20). The developer must tell us exactly what he is proposing to do with these trees!

It is the Department's considered opinion that total removal of the Castle Drive Eucalyptus is indeed an acceptable proposition if, and only if, the following mitigation is provided: the Developer should be required to replant "street trees" along Castle Drive to replace the significant visual and biological resource being removed. These replacement trees should be sited so as to not interfere with reasonable sight distances and yet still be numerous enough to create a mild row effect. Acceptable species should be columnar evergreens (e.g. Redwood and Monterey Cypress, but not Monterey Pine), planted at minimum 40 foot centers and of 15 gallon size or larger. The Developer should be required to come up with a plan incorporating these stipulations and should be honest about his intentions in the draft EIR text rather than hiding clues in appendices and other places.

2. Vegetation Section: Should be titled Vegetation and Wildlife, since half of the section's text deals solely with wildlife impacts. Section should also include mitigations discussed above.

Thank you for the opportunity to comment on this draft EIR, and please call me if you need further information or clarification.



Antonio E. Acosta
Management Assistant

*=any member of the Eucalyptus genus

CITY OF OAKLAND

Interoffice Letter

To: City Planning Attention: Norman J. Lind Date: June 20, 1979

From: Director of Public Works

Subject: REVIEW OF DRAFT E.I.R. FOR PARK
PROPERTIES RESIDENTIAL SUBDIVISION

The Office of Public Works has reviewed the subject draft Environmental Impact Report and has found the report basically adequate. The document has been routed to the OPW activities listed below as well as the Fire Marshal's office. Comments are listed below:

1. Planning & Design Division

The remarks on grading do not address the subsequent necessary clearing, grubbing and grading, perhaps one homesite at a time, nor of any erosion control measures, except reference to plant materials proposed to mitigate increase in surface runoff.

The extent and scope of necessary erosion control measures and minimization of increased stormwater runoff can be determined only through detailed study of the site and its environs.

Cypressvale Lane

The proposed smoothing and paving of a 20-foot strip along the bottom of the steep-walled canyon would serve 11 of the 29 proposed lots (and possibly several more in the future split from the double-frontage lots proposed to be served by Castle Drive. The slope would be about 18% and the length about 700 feet long. Two long driveways would extend beyond a turning circle at the end of this long cul-de-sac. No drainage or sub-drainage facilities would be provided except for an existing 4-foot wide concrete ditch along one side of the canyon floor.

The extreme length and narrow width would result in homeowners finding their driveways used as turnarounds by those not choosing to drive to the extreme end of the cul-de-sac to turn around; on-street parking by guests, multi-automobile families, and those using their garages for other purposes. The restricted width would impede vehicular use of the street, particularly critical in the case of emergencies. With no sidewalks, children and other pedestrians would have no safe and convenient place to walk along this steep street.

With no curbs, no street trees could be planted, electroliers and hydrants would not be protected from vehicles, and no means of collecting storm water from the northern side of the canyon. The 4-foot wide ditch along the southern edge of the narrow roadway would be an additional hazard, and a barrier to vehicular access.

This substandard street would not be accepted as a public street, and would therefore not be maintained by the City.

These problems could be mitigated, or partially mitigated, by an alternative design for Cypressvale Lane, consisting of constructing a standard hillside subdivision street with curbs, gutters, sidewalks, lighting, a drainage system, a subdrain system, and an intermediate turnaround halfway to the end of the cul-de-sac.

Much of the existing roadway on Castle Drive is only 16 to 20 feet wide. It is one of the major access routes to the hill area. It cannot adequately serve as an access street for driveways to 18 of the 29 proposed homesites as proposed in addition to its present usage. In addition, the row of Eucalyptus trees along the northern edge of the roadway would block vision between the roadway and the driveways. The proposed private drive in the street right-of-way behind the trees to serve 5 of the lots would not be permissible, and would not be physically practicable, since the row of trees stand at the top edge of the steep canyon side. The tree consultant's report (Appendix C in the EIR) indicates that all of the trees should be removed for safety reasons. Erosion problems from stump removal would have to be mitigated.

To mitigate the problems arising from constructing the 18 homes along this narrow street, the trees would have to be removed and the roadway widened. In order to avoid extensive retaining wall construction, much of the widening would be along the southern side of the road. Along the tract served by Castle Park Way, additional right-of-way and slope easements were granted to the City for this eventuality when the tract was developed in the late fifties. The intent at that time was to preserve the row of trees if street widening became necessary. Widening on this side, however, would severely impact the homes fronting on Castle Park Way whose back yard improvements extend over the slope easements and into the street right-of-way.

The 18 homes and removal of the long-familiar row of large Eucalyptus trees for safety from falling limbs, to provide adequate sight distance, and to accommodate driveways and/or street improvements would completely change the existing panorama seen while traveling down the street.

Mitigation could also be achieved by developing a very few lots along where trees are not involved, and where available roadway and shoulder widths are not critical. Some of the proposed lots might be served from "Cypressvale Lane" instead.

2. Traffic Engineering & Parking Department

Page 2. Traffic

Add a sentence to read: "Increase in traffic volumes due to the proposed project would have a significant impact on the intersection of Ascot Drive and Mountaingate Way because of the limited sight distance at that intersection."

Page 17.

Add a sentence at the end of the second paragraph to read: "However, the increase of traffic through the intersection of Ascot Drive and Mountaingate will have a significant impact due to the limited sight distance at that intersection."

3. Engineering Services Division

EIR-Park Properties-Tract 4084 -

Comments of Engineering Services in the summary of the report.

D. Possible Mitigation to minimize

Geology, Soils and Seismicity:

Change 2nd sentence to: Soils studies on a lot by lot basis would be prepared by a licensed civil engineer.

II Project Description-page 5

C. General Characteristics

2. Project characteristics

Recommend stating:

(1) 18 of the 29 lots front on Castle Drive - 11 front on Cypressvale Lane.

(2) State proposed width and type of pavement for Cypressvale Lane.

D. Page 8 - Relationship to Local Plans and Policies

3rd Paragraph - State the length of Cypressvale Lane.

Add Paragraphs:

(1) City of Oakland Real Estate Subdivision Regulations require local street widths be not less than 50 feet unless "hillside subdivision" design width of 40 feet is allowed. Cypressvale Lane width is 40 feet.

Refer to Section 7-4.22 Roadway Widths of City Subdivision Regulations. Minimum roadway width on local streets 30 feet and turning circle not less than 60 feet. State proposed Cypressvale Lane width and turning circle.

III Environmental Setting, Impacts, etc. - Page 11.

A. Geology, Soils and Seismicity.

June 20, 1979

1. Setting

Paragraph 2: Delete last sentence and add:

The serpentine observed in the old Castle Drive road cuts reveal generally good competency and the serpentine in the project area has formed relatively steep 1:1 slopes that have remained stable. (Diablo Soils Engineers, 1978)

Page 13 - Mitigation.Add Paragraphs

Assurances will be provided prior to final map approval that no structures are located along the zone of weakness of the Chabot Fault.

Reference to required geologic and soils investigations addressing mitigation items should be incorporated in the Tentative Map.

Page 18 - 2nd paragraph. Castle Drive width varies in width from 20 to 24 feet.

Change 2nd paragraph - "The City of Oakland recently has passed Ordinance 7971" to "City of Oakland in 1969 passed Ordinance 7971 which....."

3. Mitigation - Paragraph 1

Recommend showing tree locations on Fig. 3, page 9 if comparison is going to be made to driveway location and sight distance 200'.

General Comment

The report should address available utilities in area (gas, water, electricity) and indicate their relationship to project. It should also note existence of Shell Pipeline in Castle Drive and mitigating effort to assure it is not disturbed.

4. Fire Marshal - No comments.



JAMES E. McCARTY

KL/hlm

RECEIVED

JUN 15 1979

CITY PLANNING COMMISSION
ZONING DIVISION

Oakland City Planning Commission
6th Floor, City Hall
1421 Washington Street
Oakland, California 94612
Attention: Mr. Willie Yee, Jr., Assistant Planner

RE: Park Properties Subdivision, File # ER 78-106

Dear Mr. Yee:

My wife and I live on the canyon upon which the proposed twenty-nine single family subdivision is proposed. We live at the top of the canyon at 29 Holyrood Manor. After having lived there for five years, my wife and I feel that the planning commission should take note to the following:

1) Castle Drive is too small a street to take the increased traffic as the subdivision is now proposed;

2) The magnificent, large eucalyptus that provide the scenic drive up Castle Drive and which stabilizes the downslope part of the hill should not be allowed to be cut;

3) If any building sites are approved, that they have an ingress and egress for vehicles on Cypressvale Lane, rather than on Castle;

4) Provide that the developer retain an engineer and publish a professional opinion as to increased run-off due to the creation of the subdivision;

5) Provide that no excavations, construction, grading, or cut-and-fill be generated within 20 feet of the canyon side of Castle Drive.

It is our opinion that the proposed plan would create intolerable traffic congestion, destroy the appearance of the area, create fire and safety hazards, and that the entire project should be condemned. The City of Oakland could perhaps purchase the property for a park, or in any case, the minimum that the City should do, besides not allowing the eucalyptus along Castle Drive to be cut down, is to greatly reduce the density of construction and maintain that the ingress and egress be off of Cypressvale Lane rather than Castle Drive.

Sincerely,


Eric W. Laub/ Mary C. Laub

Jane Powers
2300 Mastlands Drive
Oakland, CA 94611

Director, Planning Department
Oakland City Hall
14th Street and Washington
Oakland, CA 94612

RECEIVED
JUN 11 1972
CITY PLANNING COMMISSION
ZONING DIVISION

Dear Sir:

I have reviewed the Draft Environmental Impact Report on the 29-house development proposed at Castle Drive and Mastlands Drive in Oakland and find it to be inadequate in the assessment of several significant impacts listed below:

Increased surface runoff in project area and vicinity - More detailed information on the effects of increased surface runoff in the project area and vicinity due to the proposed residential development needs to be presented in the Final EIR.

- . It is unclear that the storm drain system in the project area could handle the increased surface runoff from the project. The Draft EIR states that the runoff from the proposed project would amount to 3.5 cfs for a storm event and the design capacity of the swale is about 7 cfs. It notes that the effective capacity is less due to the frequent clogging of the storm drains with debris. What is the present operating level of the system? What is the present effective capacity of the system?
- . What are the effects on downstream residences and roads of a 10-year storm event without and with the proposed project? What would be the impacts related to a greater than 10-year storm event?
- . The analysis assumes that other vegetation in the project area will not be removed, therefore the proposed homes would not contribute significantly to the increased runoff. However, no mitigation measures are proposed that would insure this. Both structures and the removal of surrounding vegetation contribute to increased surface runoff in an area and should be included in the analysis.
- . Other mitigation measures for impacts such as increased roadway and storm drain maintenance need to be included.

Seismic hazard - The impacts of groundshaking on the proposed project due to its proximity to the Hayward Fault was not assessed. This impact is described as a constraint on the proposed project (p.13) and needs to be discussed more fully.

Traffic safety - Several traffic safety problems due to increased project-related traffic on local streets needs to be assessed in the Final EIR.

- . The Draft EIR states that roadway design in the area is "less than ideal" (p. 14). Potential traffic safety hazards (curves with restricted sight distance, areas with no shoulders, etc. and the effects of project-related traffic on accident rates in the area, especially near the schools, need to be included.
- . Questions related to traffic analysis need to be clarified. It is not clear that worst-case trip volumes were used in the analysis on p.16-19. Do 10 two-directional trips equal 20 vehicular trips on local streets? If so, why was a figure of 16 trips per unit used in the analysis? This discrepancy could result in an underestimate of project-related traffic on local streets by 25%. Does the 16 trip per unit figure used in the analysis represent one or two directional trips? What was the basis for the trip distribution used? It should be noted that even if local streets can handle the additional vehicular traffic based on a roadway capacity analysis, the effect of the less than ideal roadway design of local streets needs to be taken into account in the traffic analysis.
- . The Draft EIR does not contain adequate mitigation measures to insure traffic safety in the project area and vicinity.

Proposed access road - It is unclear from the Draft EIR that the soils in the project area can support the proposed access road. Additional data on soils stability of the proposed site needs to be included in the Final EIR.

Construction-related impacts - Construction-related impacts were not adequately described and assessed in the Draft EIR. Construction in the area whether or not it is confined to "normal working hours" will have a significant impact the area. Noise, dust, vehicular and truck traffic, roadway impacts due to construction vehicles, disturbance to wildlife are effects that need to be considered. Continuous construction would compound these effects. A construction schedule and adequate mitigation measures need to be presented in the Final EIR.


Quality of life in project area and vicinity - While the Draft EIR states that the 29 proposed homes would result in a "small population growth in Oakland" (p. 27), it would represent a significant increase in the population density of the Mastlands/Castle Drive area. The effect of the increased density is a significant adverse impact and should have been presented as such in the Draft EIR.

Alternative analysis - Further assessment and consideration of the two alternatives presented in the Draft EIR, no-project (open space) and reduced density development should be presented in the Final EIR.

The project as proposed would have several significant adverse impacts as indicated above. Alternatives to the project must be considered to protect the environment of the area. I recommend that approval of the project as proposed be delayed until an adequate assessment of the potential impacts is presented. The project as presently proposed represents a potential liability to the City of Oakland in terms of the health and safety of the residents of the proposed development as well as the surrounding neighborhood.

Thank you for the opportunity to comment on the proposed project. I wish to be notified of the public hearing date for this project.

Very truly yours,

A handwritten signature in cursive script, reading "Jane K. Powers".

Jane K. Powers

RECEIVED

JUN 4 1979

Wallace Wahlgren
6323 Castle Dr.
Oakland, California 94611

CITY PLANNING COMMISSION
ZONING DIVISION

May 26 1979

Re: File ER-78-156

Oakland City Planning Commission
attn: Tom Doctor Mgr.

Dear Tom

We wish to comment on the development proposal by Park Properties.

12th Upper Castle Drive has been characterized by more spacious lots than average with frontage generally 100 feet or more to give an uncrowded situation. We believe that the present proposal would destroy this value and would force us and others who depend upon Castle Drive as a thoroughfare to the lower city to traverse a crowded area with much driving congestion and hazard to traffic which ^{is} basically unwarranted and undesirable.

It is common knowledge that developers tend to crowd as many houses as possible into a given plot, solely for the purpose of private profit, but this is at the expense of the previously established home owners who have invested much in improvements and taxes to maintain

(2)
e

Wallace Wahlgren
6323 Castle Dr.
Oakland, California 94611

a high standard of environment for living. In-as-much as this proposal is not the initial development for this area they should not have the right to change the standards already established for this area. This would in effect be stealing valuable considerations from those of us who have already invested in a certain quality of environment. This particularly applies to lots facing Castle Dr. Most of the lots reserve a large portion for natural vegetation and wildlife.

We therefore insist that Castle Drive frontage of the new lots be not less than 100 feet.

2nd That parking on either lane of the street be proscribed and that curb lines be added to the street markings on all of Castle Drive to clearly define the driving lanes of the street.

3rd That the street width by the Site Plan lots 10-14 be widened to the normal width of Castle Drive, as at present it is severely hazardous to safe traffic.

4th The intersection of Mountaingate - Acot is hazardous with the view of Acot

Wallace Wahlgren
6323 Castle Dr.
Oakland, California 94611

Traffic severely limited when entering from Mountaingate. There should be an automatic traffic controlled light signal there to provide for safe entry into Ascot.

5th The indicated pattern of private driveways entering Castle Drive, which is a connecting thoroughfare, is definitely undesirable. The curved nature of the street makes it very difficult to safely enter Castle Drive from a driveway because of the foreshortened view of street traffic. Extra wide driveways are a necessity.

6th Provision for parking visitors cars on private property must be provided on Castle Drive and Mountaingate Way. Already in too many places, parking in the traffic lanes, not entirely off the street, is practiced causing great hazard to property and safety of both pedestrian and auto traffic.

respectfully
Wallace Wahlgren

May 25, 1979

TO MEMBERS OF THE PLANNING COMMISSION AND
THE DIRECTOR OF PLANNING

FROM: Mr. and Mrs. Stephen J. Potash,
2648 Mountaingate Way, Oakland 94611

RE: Opposition to proposed "Park Properties Development" of
29 homes in Piedmont Pines canyon region

We wish to express strong opposition to the proposed 29-home development in the canyon region bounded by Castle and Mastlands in Piedmont Pines.

As parents of a pre-school child and long-time residents of Oakland, we witness the daily trek of numerous students up and down Mountaingate and regularly face the hazard, as motorists, of turning left onto Ascot from Mountaingate when children are crossing the street and cars are rushing down Ascot. The situation is dangerous for all; nothing should be done to aggravate it and, in fact, the City should be vigorous seeking ways to increase safety in the area.

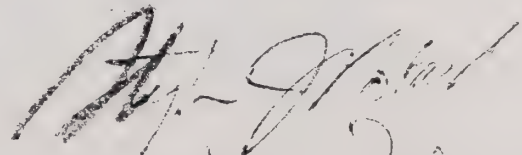
As you are aware, the roadways in this area --Mastlands, Larry Lane, and Mountaingate-- as conduits to Ascot would be sorely taxed by the proposed development, whether the new residents exit their properties from Castle or the proposed "Cypressville Lane." Equally obvious due to the narrowness of Castle Drive, are the problems which would be caused by building additional driveways on the canyon side of the road. Nor, of course, would there be any room for roadside parking or for sidewalks.

THE ENVIRONMENTAL IMPACT REPORT HAS NOT ADEQUATELY ADDRESSED THIS PROBLEM OF SAFETY FOR CHILDREN AND MOTORISTS, OR OF TRAFFIC FLOW. IT IS OUR BELIEF THAT THE PROJECT IS UNACCEPTABLE ON THOSE BASES ALONE.

There are, of course, additional strong objections to the project. These include the destruction of a green wilderness area which contributes substantially to the present character of the neighborhood; and ecological objections, including the negative impact of further encroachment into the diminishing land area in the hills which remains available to wildlife (deer and other wildlife are still, fortunately, inhabiting the area).

The project was ill-conceived and should be rejected. The City need feel no compunctions about turning down so irresponsible a proposal.

Thank you for your consideration of the needs of this neighborhood.


Stephen J. Potash

May 29, 1978

Oakland planning commission:

We are writing to express our opposition to the proposed Park Properties Residential Subdivision (# ER 78-106)

The Environmental Impact Report on the project refers to some of the problems the project proposes:

- * Possible downslope movement of surface soils in an earthquake.
- * A "slight" increase in runoff.
- * The possible removal of eucalyptus trees along Castle Drive.
- * Increased traffic (460 more trips a day down Castle Drive and Larry Lane ... almost 20 more vehicles traveling these narrow winay streets every hour).
- * Increased noise ... (not only during construction as the EIR notes, but also the noise of 460 more vehicular trips up and down steep -- in the case of Larry, at least -- roads.)
- * Some decrease in wildlife population. (Instead of birds singing we get to hear gears shifting?)

It should be noted that many children walk to school along Castle-Mountaingate and Larry. The intersection of Mountaingate and Ascot -- where children cross to get to nearby Monteria and Joaquin Miller School -- already is a terribly dangerous intersection.

If this project is in accordance with the General Plan, as the EIR states, then we believe the general plan is in error and should be revised.

There would appear to be little for the city to gain if this development is built. Increased tax revenues would be offset by greater demand on city services. It cannot be realistically argued that this project is a step toward relieving a housing shortage... not at the prices these homes will be sold for. This is not moderate or low-cost housing. The net result would be that existing homeowners would have a less pleasant living environment and the only person who would profit by it all would be the developer.

At the very least we hope the planning commission ~~is~~ will impose the "possible mitigation measures" suggested by the EIR, as well as installing a traffic signal at the intersection of Mountain Gate and Ascot (maybe this intersection would not qualify for a light based on number of vehicular trips, but ~~it is~~ the dangerous ~~physical~~ physical characteristics of the intersection could overcome simple formulas).

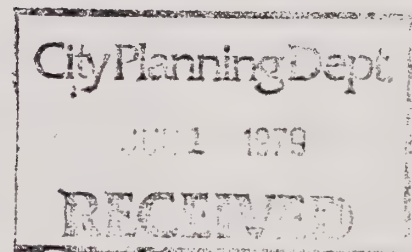
John and Joanne Domine
5601 Castle Drive
482-3352

Oakland City Planning Commission

We are in complete agreement with the Piedmont Pines Club that the entire project of Park Properties off Castle Drive should be abandoned. This canyon should be condemned for a park.

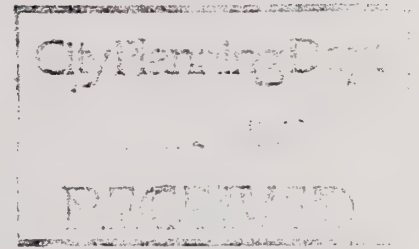
Phyllis Solinsky
Julia D. Solinsky
83 Camel Road Place
Oakland.

May 24th



7/27/79

Oakland City Planning Commission
6th Floor - City Hall
1421 Washington St.
Oakland, Ca 94612



Gentlemen: Re: Park Properties Subdivision
ER 78-106

I object strongly to the ^{proposed} 29 house development
by Park Properties in the Oakland Hills for the
following reasons:

① Increased traffic on Castle Drive (an average of
approximately 2 cars per new home) would greatly
increase the physical danger to school children
who walk to and from Montero and Joaquin
Miller schools. The narrow width of Castle Dr.
is currently a safety hazard to people + cars
and this problem should not be increased.

② In addition to the danger of added traffic
on Castle Dr. (especially at commute + school
hours) the proposed development does not
provide parking facilities off of Castle Dr. for
the inevitable visitors and guests of new home
owners. Parking on Castle should not be
permitted under any circumstances because
it would be dangerous to both pedestrians
and autos. This is especially so in this critical

fire area that the free movement of fire engines is never impeded by parked cars on Castle Drive — The Site Plan does not provide adequate off-street parking areas and should not be approved.

③ To cut down any of the beautiful row of Eucalyptus trees on Castle Dr. would destroy one of the few remaining natural landmarks in Oakland. I do not think it proper to allow of developer to ruin this magnificent row of trees.

In summary the proposed development greatly increases the potential accidents to children, pedestrians, autos and homes (fire). The proposed crowded home sites will inevitably cause increased traffic and parking problems if so many new homes are permitted to front on Castle Drive many of the City trees on Castle will be cut and this will diminish the beauty and quality of a fine section of Oakland.

For the reasons outlined, I urge you to reject the proposal as submitted.

Yours very truly,
Walter H. Byron Jr.

WALTER H. BYRON JR.
14 CORNWALL COURT

311 Holywood Drive
Oakland, California 94612
May 29, 1974

Oakland City Planning Commission
421 Washington Street
Oakland, California 94612

City Planning Dept.
1200 12th St.
Oakland, CA 94612

ATTENTION

Dear Commissioners,

This letter is relative to the proposed Park Properties Residential Subdivision. My husband and I are residents of the area near Castle and Skyline Drives. We use Castle Drive to reach Arcot as it is a much shorter. We are very concerned about the safety of driving and walking that route if this proposal is carried out for the following reasons:

1. Visibility is very poor for a left turn from Mountaingate onto Arcot.

2. Mountaingate is already congested, narrow, curved road with poor visibility, especially when cars are parked on the street.

3. Children who walk to school from any place on Castle must use this narrow winding road which terminates on Mountaingate where walking will be impossible with any increase in traffic. There is no bus they can take to avoid this.

4. If the Eucalyptus trees are removed from Castle Drive, natural barriers protecting us from a steep down slope will be lost. If left intact, visibility from driveways on that side of the road will be greatly hampered.

(2)

The following amendments are therefore suggested for safety of drivers and pedestrians:

1. An automatic traffic light be installed at Ascot and Mountaingate.

2. All building sites with a boundary on proposed Cypressvale Lane have ingress and egress on that lane, not Castle...

3. Frontage on Castle Drive, with the possible exception of proposed lots 15 and 16 be not less than 100 feet.

4. Mastlands Dr. be one way to allow the portion of the traffic bound from Mountaingate.

I hope you will seriously consider these changes.

Yours truly,
Leah F. Hirsch, M.D.
(Mrs. Fred Hirsch)

PETER E. LIPPETT
ATTORNEY AT LAW
407 SANSOME STREET
SAN FRANCISCO, CALIFORNIA 94111

TELEPHONE
(415) 433-4000

May 24, 1979

Oakland City Planning Commission
6th Floor, City Hall
1421 Washington Street
Oakland, CA 94612

re: Comments on draft EIR in File # ER 78-106

Ladies and Gentlemen:

I reside on Larry Lane, a street vitally affected by the project proposed in the above numbered file. I also have represented, and do now represent, several homeowners along Larry Lane. The following are my comments on the draft Environmental Impact Report on file herein:

1. Runoff

In 1962, the creek which is fed by runoff from the subject property and which runs alongside Larry Lane, seriously flooded. The result was not only property damage to homeowners and clean-up costs to Oakland, but also Oakland's being held liable in damages. The same potential still exists because the cause still exists (two 24" culverts bringing water from two joining creeks meeting under Ascot Place and forcing their flow into one 36" culvert).

The EIR admits that the project would change drainage patterns and quantities of runoff (p. 4), but attempts to minimize the effect (p. 1) and states that the homes "would not contribute to" increased runoff (p. 13). The latter statements are WRONG; rainwater now falls on dirt and is absorbed, whereas with 29 roofs, 29 driveways and one new street, the rainwater will entirely run off and flow down into the Larry Lane creek. A runoff torrent can be expected in any decent rain.

2. Earthquake and Slides

The earthquake danger in this steep sided ravine is admitted in the EIR (p. 13 and elsewhere), but is glossed over as a "constraint on the project" rather than an adverse environmental impact. That is mere semantic playing with words; the fact that the project is within 1000 feet of the Hayward Fault makes the project DANGEROUS to both life and property. With this danger admitted in the EIR, Oakland would be very vulnerable to litigation and damages should it permit this project and loss of life, personal injury or property damage later ensue due to an earthquake.

The slide danger in this steep sided ravine is admitted in the EIR (p. 11: "downslope movement has taken place"). The capacity of the land to sustain vehicular loads on the upslope driveways is admittedly unknown (p. 13). The same comments as to DANGER, and potential Oakland liability, as were made above apply here.

5. Schools

The EIR admits that current school enrollment is beyond capacity (p. 3), and that the project would increase the existing burden in the schools (p. 3). Thus, a very real adverse environmental impact of the project would be to lower the quality of education for every single student attending Jouquin Miller Elementary School or Monteria Junior High School, and for many attending Skyline High

6. Wildlife

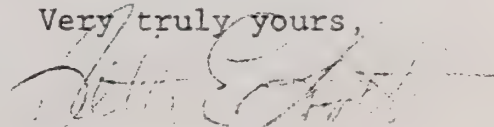
The EIR says it all; there is significant wildlife which would be displaced, forever losing its resting and feeding habitat, and forever altering the pleasant environment of every single member of the neighborhood.

ALTERNATIVES:

1. No Project. This alternative is urged. It meets every objection.
2. Condemnation as a Park. Also thoroughly acceptable, if the City can afford it. But alternative number one saves that expense, and meets all the objections.
3. Project, lower density or as proposed: if the Commission ignores all of the significant objections and environmental impacts listed herein and approves the project, the Commission is urged to impose the following conditions:
 - a. no construction vehicle is ever to use Larry Lane.
 - b. no hammer is ever to be swung, saw to be used, or construction of any kind to be undertaken, on any Saturday, Sunday or holiday.
 - c. prior to the project being approved, and as a condition of it being approved, all necessary permits to be obtained for the Developer to, at its own expense, construct a permanent barricade at the south-east end of Larry Lane in a position to be selected by Larry Lane residents, permanently making Larry Lane "not a through street" and preventing any project traffic from using Larry Lane. Developer or its successors to permanently maintain that barricade, which shall be so constructed that it is impossible to circumvent.

Notice of Hearing: Kindly send notice of all public hearings pertaining to this project to me at the address listed above.

Very truly yours,


Peter E. Lippett

Approaching the project from Highway 13, the Montclair business district and downtown Oakland/San Francisco, one must first drive up Ascot Drive in front of Jouquin Miller Elementary School and Montera Junior High School. There is already a serious traffic problem in front of those schools, with far too many speeding vehicles pouring down the Ascot hill in front of the schools and endangering the children. There has been a recent neighborhood outcry against this, and agitation for the installation of a traffic light or assignment of a traffic control officer (see recent articles in The Montclairion), which so far has been resisted by the City. Needless to say, the proposed project will greatly exacerbate that problem, as it will add 460 vehicle trips to Ascot in front of those two schools (EIR, p. 16) because Ascot is the only access to the project.

f. Cypressvale Lane would be an illegal street:

The EIR cites a provision of the Oakland Subdivision Regulations which states: "blind streets shall not be over 300' in length, and not less than 50' wide". Cypressvale would be illegal on two counts, since it is approximately 750' in length and is proposed to be only 40' wide. An adverse environmental impact of the project would be the creation of an illegal street.

4. Noise

The EIR admits "significant" noise impacts (p. 3 and 21). Noise is a major environmental impact, and is increasingly being recognized as as much of a detriment to physical and mental health as air pollution, urban crowding, etc. The EIR conveniently makes most of its noise references to construction noise, which of course is transitory, but the neighborhood is even more opposed to the permanent increase in noise which the increased traffic would mean. In fact, to many Larry Lane residents, increased traffic noise is their MAJOR OBJECTION. With Larry Lane being originally designated as an alley or driveway to provide only secondary vehicular access to those homes, several homes have been designed and constructed close to the woodsy environment of Larry Lane but therefore susceptible to the noise of increased traffic on this little lane which was never intended to bear even the traffic it now bears. These residents feel frustrated and powerless in the face of the destruction by noise of their way of life and property investments. HAVE THEY NO RIGHTS AGAINST NOISE ENCROACHMENT?

Concerning the frightening possibility of construction noise, note from the EIR (p. 8) that all construction noise may not be over and done with at one time, as the developer will not commit to building all the houses at one time. The EIR states that he may build them one at a time "based on market conditions", thus presenting the prospect of construction noise continuing for many years, if not decades!!

they do now; the unfortunate (to Larry Lane residents) neighborhood pattern is that many vehicles with other accesses available use Larry Lane out of preference, and this would undoubtedly hold true for Cypressvale residents and visitors. For instance, persons residing on or visiting Mastlands residences to the east of Larry Lane will not get onto Mastlands via the Mountaingate/Castle route enumerated, or the Ascot Drive route which is also available farther east, but will almost universally choose to drive up the peaceful Larry Lane. The EIR either completely ignores Larry Lane's role in the neighborhood (p. 8), or minimizes it, when the reality is that Larry Lane will bear the brunt of the Cypressvale traffic.

c. Larry Lane can not and should not bear this traffic:

Visitors to and residents of Larry Lane homes often park on Larry Lane which, due to its narrowness, barely leaves room for one other vehicle to pass without falling off into the creek; there is no way two oncoming vehicles could pass where a car is parked. Larry Lane is just an alley by definition, and it has two blind curves where head-on collisions have taken place; most vehicles of Larry Lane residents bear scratches where they have been forced into the hillside by oncoming cars. People tend to drive too fast along Larry Lane, probably because it seems so peaceful and deserted, whereas it is only a matter of time until a child at play or an oncoming motorist is severely injured or killed by the already far too intense traffic coming out of one of the two blind curves on Larry Lane.

The EIR admits that the neighborhood streets, including Larry Lane, are "less than ideal" (p. 14). It admits that the increased traffic the project would generate on Larry Lane and other streets needs "further study" (p. 16). It estimates that Larry Lane would bear 50 vehicles per hour at peak hours (p. 17), a horrifying prospect which is TOTALLY UNACCEPTABLE!

d. the project has created a neighborhood dispute over traffic:

Castle Drive residents are vigorously opposed to the project due to the increased traffic it will generate on that street and on Mountaingate. One of their suggestions has been that "all building sites off Castle have their driveways or other ingress or egress for vehicles onto Cypressvale Lane rather than on Castle" (see Piedmont Pines Club notice dated May 15, 1979, at 3.(d)). The effect of that would be to force all the 460 vehicle trips per day (EIR, p. 16) onto Larry Lane, for the reasons enumerated at c. above. Needless to say, Larry Lane residents are horrified at this self-serving suggestion of their supposed neighbors, and ugly words have already been exchanged. Thus, a direct environmental impact of the project would be to promote neighborhood animosity.

e. a major adverse traffic effect would be created in front of the two schools on Ascot Drive:

3. Traffic

a.) role & characteristics of Larry Lane:

The proposed project is in a steep sided ravine, and the plans are to have 18 homes accessed from the top of the ravine off of Castle Drive, with 11 homes being accessed from a newly created street ("Cypressvale Lane") running along the bottom of the ravine. Cypressvale would feed out onto the bottom of a U shaped roadway pattern formed by Mastlands Drive which comes down from Mountaingate Way to the west and loops around the bottom of the U before it proceeds off to the east and north. However, Larry Lane feeds directly into Cypressvale, as it comes straight through the middle of the U.

Larry Lane is but one block long, and intersects with Ascot Drive to the north. It is barely 20' wide, has no sidewalks, and is referred to on appropriate city documents and maps as a "driveway" or "alley". In fact, it meets the definition of an alley under Oakland Planning Code §2111(a). There is an open creek beside it, on the west for half its distance and on the east for the other half; the balance of its borders are steep hillsides. There are 10 homes built along Larry Lane, and since Larry Lane is not a legal street, all were required to have frontage on Mastlands Drive which forms the rear boundry of the lots. The Lane is tree shaded with many overhanging oaks and California laurels which, along with the creek and lack of sidewalks, gives Larry Lane a serene and peaceful appearance. Due to this factor, many homes were built close to it, and they take advantage of its peaceful environment. Children often play on Larry Lane. A major danger is that there are two completely blind curves on its short length, and in fact there have been head-on collisions on it.

b. all Cypressvale traffic will use Larry Lane:

The EIR completely ignores neighborhood reality by assuming that the Mountaingate-Mastlands access will carry a good part of the traffic caused by the new Cypressvale Lane. The topography, street pattern and neighborhood practice refute that assumption. If one turns off of Ascot Drive towards the project, one must drive an uphill stretch on Mountaingate, veer off through a confusing interchange onto Castle Drive, and then immediately veer off again onto Mastlands which immediately drops downhill towards the intersection of Larry Lane/Mastlands/Cypressvale. One would then have to make a 90° right turn to get onto Cypressvale.

To avoid all that, one need only proceed up Ascot Drive to Larry Lane, and drive one short block on Larry in order to be fed straight in to Cypressvale without any turn. The greater ease of doing so is apparent. Also, people will tend to use Larry Lane because it is so much more attractive and pleasant, as indeed

PETER E. LIPPETT
ATTORNEY AT LAW
407 SANSOME STREET
SAN FRANCISCO, CALIFORNIA 94111

TELEPHONE
(415) 433-4060

May 29, 1979

Oakland City Planning Commission
6th Floor, City Hall
1421 Washington Street
Oakland, CA 94612

re: File # ER 78-106

Ladies and Gentlemen:

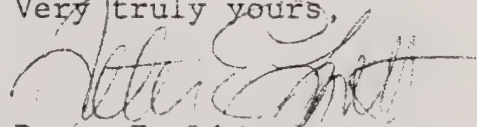
This letter is a short addendum to my comments dated May 24, 1979, submitted on behalf of myself and other residents of Latimer Lane.

On page five of those comments I listed several Alternatives, and in number 3. thereof, I urged that if the Commission approves the project, the Commission is urged to impose several conditions. I wish to add an additional condition which should be added to that list, as follows.

- d. The EIR states that the Developer may elect not to construct the entire project at one time, but rather to build homes over a period of (an unknown number of) years. I have previously referred to the continuing noise pollution such continued construction would have on the neighborhood environment. In order to abate that noise pollution, the Developer should not be allowed to receive open-ended permission to construct this project over as many years or decades as he sees fit. Either the project makes economic sense now, or it doesn't; if it doesn't, it should not be allowed and the Developer should not be granted a totally open-ended authority to do whatever he wants whenever he wants. The project must be judged on its economic and environmental merits now.

Accordingly, a condition should be that the Developer be required to undertake the entire project immediately, and to conclude its construction at the earliest feasible date, or else the project should be turned down.

Very truly yours,


Peter E. Lippett

2135 Mastlands Drive
Oakland, CA 94611
May 17, 1979

Oakland Planning Commission
14th Floor, City Hall
1421 Washington
Oakland, CA 94612

Re: Park Properties Res. Subd.
Lot 73-136

Dear Friends:

This plan is designed for my neighborhood. I am concerned about it--even after reading the EIR of April 16, 1979.

It seems to me that too many units are planned for this fragile area.

Larry Lane already carries enough traffic, considering its narrowness and its proximity to the creek. Some spots are not wide enough for two cars. If heavy equipment comes for the construction Larry Lane will be used often, if not always, for the return trip; this is because the corner of Larry and Ascor is safer than the alternative, Mountainrate and Ascor. For the same reason, the nine families on "Cypressville" would undoubtedly use Larry in preference to other routes.

If Larry Lane breaks down, so does access for safety--fire and police.

No one knows the extent of disturbance for wildlife in such a plan, but it is clear that noise and pollution are bad. We now see quail and hear owls. We see juncos often and (rarely) varied thrushes, titmice, scrub jays, rufous-sided towhees, as well as the species mentioned in the EIR. I think we are very apt to lose trees, as well. Bay laurels are very shallow-rooted; hence especially vulnerable.

I did not see the flooding in the 1940's, but the reports are most impressive. It suggests that drainage problems would be serious in some years. I understand that absorption area is always reduced by the building of houses, even though stilts may be used.

Oakland would be much improved if handsome developments were created in the flatter parts that have been allowed to deteriorate. Oakland would lose something if this small canyon were destroyed.

I hope you will give close attention to the problems in this plan. Thank you.

Yours very truly,

Muriel Nelson
Muriel Nelson

cc: Robert O'Neil Club
9301 Skyline Drive
Oakland, CA 94611

2725 Mountaingate Way
Oakland, California 94611
May 28, 1979

Chairman, Oakland Planning Commission
Oakland City Hall
14th and Washington
Oakland, California 94612

Dear Sir:

I am opposed to the proposal to build 29 houses in the canyon below Castle Drive, above Mastlands Drive and Larry Lane.

A very dangerous traffic problem will be created. There is no easy access to public transportation--each one of the new homes would undoubtedly require two cars. Access by way of Larry Lane, Mountaingate Way, and Castle Drive means crowding possibly 60 more cars on streets barely wide enough to allow passage. There is no space for sidewalks or parking along these streets.

The increased water runoff caused by roofs, patios, paving, sidewalks of the new subdivision would swell the creek running down the canyon to the point of real danger to the homes below. Even a minimum of grading, plus the trenches dug for utilities, foundations, etc., would add silt to the present creek and culvert, making even more danger of flooding.

These are but two of the reasons why the Planning Commission should deny a permit for this subdivision. Over-construction, over-exploitation of a fragile land area should not be allowed.

Sincerely,

Edith G. Weitz

Edith G. Weitz

May 27, 1974
27 Cambridge St
Oakland, Ca. 94612

Oakland City Planning Comm.
6th floor - City Hall
Oakland, Ca. 94612

It is with great dismay that I learned of the proposed plan of 29 homes on small lots on the

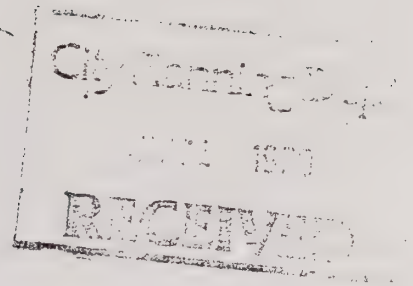
corner where this lovely view can be seen. It is a real shame that the city is planning to build some kind of a tract of houses.

Certainly, when I look out the windows to this lovely view I don't care to see a tract of houses built on sticks. That in itself is a fire hazard. And think of the traffic congestion around Monterey & Joaquin High Schools. Doesn't someone on the planning board believe in beautiful beauty, and green areas in Oakland? Please give this

spoken than a great deal
of thought. There should
be some beautiful words
left in the City of Cakes.

Lincoln

— Allen L. Guinn



May 25, 1979

Oakland Planning Commission
1421 Washington Street
Oakland, CA 94612

Re: Your Case #ER-78-106,
Park Properties Residential Subdivision

Sirs:

I have reviewed the E.I.R. under date of April 16, 1979, with reference to the above proposed developement and in my view find it totally lacking. I will respond to it in the same order as its' subject presentation appears.

PROJECT DESCRIPTION:

The E.I.R. incorrectly states there are no actual creeks on the site, whereas, in fact, there are natural springs and drainings on the Eastern border of the site draining through a creek whose level varies with the seasonal rains and drains at the bottom of the canyon. To describe this creek as a swale is incorrect. In other words, there is actual running water and not just a marshy piece of meadow which defines a swale.

The 29 units intended for the proposed developement are designed in such a way as to create the greatest impact on the environment and the E.I.R. is singularly inept in describing the fact that the majority of the small lots are aggregated adjacent to Castle Drive while the ~~LARGE~~ lots are far removed. The congestion created by the design is inadequately dealt with. 17 of the lots, being among the smallest of the project, are concentrated on Castle in a row like sentinels. The developer proposes to substitute a lengthy row of houses for the existing stately row of Eucalyptus trees. Either he is totally insensitive to the state of existing vegetation or he has a San Francisco type view of the beauty of building row on row.

While he states the average density will be 2.6 units per acre, the truth is that the lots creating the greatest impact and being adjacent to Castle Drive would average more like 6 units per acre, rendering his statement of 2.6 units per acre meaningless and if additional consideration is given to the space taken up by driveways, access, grading, and other entry means the density becomes significantly higher.

May 25, 1979

With reference to relationship to local plans and policies, the developer seems to believe there is some magic in their recitation, i. e. ; as long as we fit into the overall Oakland general plan, everything is o. k. I trust this was not the intent or purpose of the Oakland general plan, but the particular area to be developed must be taken into detail consideration. It is not sufficient in todays world to simply deal in generalities.

ENVIRONMENTAL SETTING, etc. :

The E.I.R. deals inadequately with the potential runoff in the proposed area. There has been previous flooding of the lower end of the canyon during periods of heavy rains. This being so, no consideration has been given as to how the additional runoff would be dealt with. If the culvert located at the bottom of the canyon near Larry Lane periodically is inadequate to handle the runoff, what happens to the additional runoff from the proposed project?

In this connection, the E.I.R. states "developer does not propose to clear the site of vegetation". The fact is that experience shows the homeowner will clear the site of vegetation, rendering the developers statement a sort of tongue-in-cheek avoidance of reality.

The mitigation suggested doesn't say who will perform the Land-scaping, nor to what extent. Again the statement of generality without specifics as to who, when, where, how, and, therefore, unacceptable.

The E.I.R. traffic studies are useless. There is no statement as to when the traffic studies were conducted. Were they during the summer holidays? Were they on peak school days? Mountaingate Way, near Ascot Drive, is stated as having a 24 hour traffic run of 1,480 vehicles based on traffic counts of an unspecified time or even year. If one bears in mind that Mountaingate is a short, approximately two block long, traffic drain for Castle Drive, a major thoroughfare for hill traffic, then the following statement that Castle Drive has less than 500 vehicles counted in a 24 hour period becomes nonsense, particularly since Larry Lane and Mastlands have other ingress and egress to Ascot.

Everyone living in the area of the proposed developement is acutely aware of the traffic congestion in the vicinity of Ascot and Mountaingate intersection, particularly during school hours. Not only is there a problem of congestion, but a real hazard to children of Joaquin Miller and Montara Jr. High School. There have been numerous demands for traffic control at this intersection and the additional traffic from the proposed developement would make traffic and the additional hazard intolerable.

The E.I.R. seemingly deals in detail with this problem and gives it a gold star under impacts, whereas, in fact, it is totally unclear and the detailed study is nothing more than an academic generality.

May 25, 1979

What happens during periods of rain when the area in question is an absolute morass of traffic with parents driving their children to school? Were any traffic counts made during those occasions? The E.I.R. is singularly devoid of any such specifics. The theme of the entire E.I.R. seems to be the proposed project in all its facets would not have a significant impact on traffic, hazards, runoff, congestion, or wilderness beauty. But then I haven't seen any E.I.R. that contends any proposed project would have a significant impact as its running theme. In dealing with wildlife, the E.I.R. again performs an avoidance syndrome. While it states the developer proposes to remove a minimum of vegetation, it states that subsequent homeowners should not remove vegetation from their lots. In practical terms, vegetation will be removed and wildlife will disappear and it is unacceptable for the developer to say "I am innocent for I will only remove a minimum of vegetation". The developer knows what will really happen.

Castle Drive is a relatively narrow road climbing steeply into the hills and having numerous sharp curves. Anyone living in the area knows that heavy fire equipment has a difficult time negotiating Castle Drive. What happens when 17 buildings are congested in a front along this drive? Actually, the condition of Castle Drive is such that it is narrower than 24 feet in various areas. If but one or two cars were parked partially on Castle in front of the lots on the proposed development, heavy equipment would have almost an impossible task of passing by on Castle.

The E.I.R. deals again in generalities as to fire and police protection but is singularly devoid of specifics.

In the area of police protection, I have been lead to believe there is but one patrol car for the hill area, and the residents of the area are already dissatisfied with this inadequacy. Again the E.I.R. simply makes a generality "sufficient man power and equipment are available" with no proof thereof.

I will hardly make comment on the E.I.R. report with reference to the roadside trees. The prejudice of the arborist is very apparent to me and his recitation of dangers lurking in the Eucalyptus Trees is not supported by a single event of damage or injury.

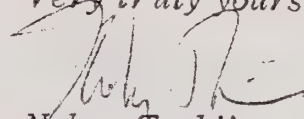
I am wholly apposed to the proposed project. If the developer had some sensitivities towards the area, his proposal might have been in terms of lot sizes no smaller than 4/10 of an acre with a minimum of 100 feet frontages as to those lots on Castle Drive. The E.I.R. suggests the proposed area to be one of the last building sites left in Oakland. This brings to mind a slogan that appears on certain cement trucks "FIND A NEED AND FILL IT". In this case, there is no need, it is an ear that recognizes the importance and necessity of open spaces and the statement "that it is one of the last building sites" is self-serving and a catch-phrase of a time more than two decades dead.

Page 4

May 25, 1979

*I urge you to disapprove the developement and disapprove the
E.I.R. as inadequate.*

Very truly yours,

A handwritten signature in dark ink, appearing to read 'N. Tashjian', written over the typed name.

*Nubar Tashjian
5 Cornwall Court
Oakland, CA 94611*

26 May 1979



Oakland Planning Commission
6th Floor, City Hall
1421 Washington Street
Oakland, California 94612

Re: Park Properties Residential Development

Members of the Commission:

As a neighbor, architect and a developer I can speak with familiarity and hopefully, objectivity, relative to the subject new home development.

The major and indeed critical conditions of approval must be, as a minimum, the following:

1. Preservation of the existing canyon character. Grading and tree cutting should be absolutely minimum. To achieve this, particularly at upslope conditions, very wide lots are imperative.
2. Each home be individually sited and examined singly on the basis of the qualitative criteria required to maintain the integrity of the land.
3. All homes be varied as to architectural character but be one in sensitivity to established neighborhood character. An architectural review procedure might insure this. Several different architects would be desirable.
4. A maximum build-out calendar should be required to lessen the impact and disruption of development. Five homes per year perhaps?
5. Larry Lane be closed off to thru traffic with barrier expense and maintainance to be provided by the developers.
6. An automatic traffic light or the equivalent be installed at Mountaingate/Ascot.

Thank you,

David J Reichel

DAVID J REICHEL, AIA, ARCHITECT

May 24, 1979

Oakland City Planning Commission
64 City Hall
1421 Washington Street
Oakland, CA 94612

Dear Sir:

We would like to record our objection to the Castle Drive Housing Project proposed by the Park Properties (a 29 house development off of Castle Drive and Cyprusvale Lane).

For many years the residents of the area have complained about the traffic congestion on Castle Drive, Mountaingate Way, and Ascot Drive. Numerous suggestions have been presented usually concerning the installation of traffic lights at Ascot and Mountaingate. Recently a young girl was injured when struck by a car while crossing Ascot to get to the grade school, and there have been numerous property damage accidents on Castle Drive due to increasing congestion. None of the suggestions of residents in the area have been seriously acted on.

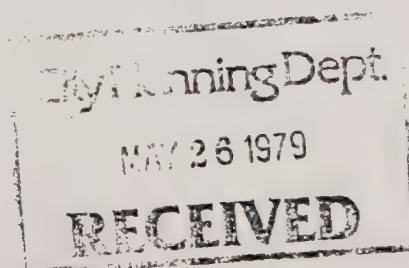
Twenty-nine more families, about half with homes fronting on Castle Drive, will intensify the existing problem beyond any reasonable justification. May we suggest that the number of houses be limited to a more reasonable figure, perhaps by requiring at least 100 foot frontage, and that traffic lights be required at Ascot and Mountaingate. The safety and enjoyment of what is now an excellent residential neighborhood will depend on reasonable restrictions of the proposed project.

Very truly yours,

Mr. & Mrs. W. Keith Turner

Mr. & Mrs. W. Keith Turner
5600 Castle Drive
Oakland, CA 94611

WKT:vh



5-21-79

Oakland City Planning Commission
6th Floor, City Hall
1421 Washington Street
Oakland, California, 94612

To the Planning Commission.

This letter is concerning Park
Properties Residential Subdivision
file # ER 78-106 of the Planning Commission.

As a resident on upper Castle Drive
for 27 years, thereby using the
narrow hazardous Castle Drive
involved in this housing project.

I strongly object to the entire
project and request the canyon
be used for a park.

This road is too narrow for
ingress or egress to the project.

I protest any removal of the existing trees which line Castle Drive because of necessary safety reasons and also scenic beauty. There is no space for parked cars for service or any other reason on this already heavily traveled road, one of three through routes in the hills, which has no possibility for expansion.

I feel a project like this would destroy another valuable piece of open space for wild life in this area.

A congested housing project is being forced into a natural residential area interfering with the tranquility of our environment.

Yours very truly,
Mrs. Marion Byrne
6535 Castle Drive
Oakland, California
94611

City Planning Dept.

1692 Mountaingate Way
Oakland, California
May 19, 1970

Re: 29 house development on Castle Drive.

Dear Sir:

In considering the proposed development to build 29 houses in the canyon below Castle Drive the dangers and extreme noise caused by the increased traffic cannot be overemphasized. Both Castle Drive and Mountaingate Way, the only possible access to at least 18 of the proposed houses, are very steep, twisting and narrow streets, that even under the present traffic load are the scenes of numerous near accidents.

The addition of more than 20 more houses will easily increase the traffic four fold and multiply the dangers to both property and people, and raise the noise level many times that amount. The many school children who walk to and from the two schools located on Great Drive are especially vulnerable since neither Castle or Mountaingate have sidewalks.

Yours truly

Gerald Hain Miller

Gerald Hain Miller

Willie

City Planning Dept

May 19, 1979

RECEIVED

Dear Members of the Oakland City Planning Commission:

We have lived on Mastlands Drive since May of 1962. One corner of our property is approximately 25 feet distance to the proposed Cypressvale Lane.

After review of the Environmental Impact Report, we find that we are vehemently opposed to the proposed project as submitted. Our principal reasons for opposition are:

1. The rural atmosphere of the proposed site and surrounding areas would be irrevocably destroyed. The main reason we purchased our lot and built here was because of the beautiful surrounding area.
2. Wildlife animals and birds in the immediate vicinity would tend to diminish in number or disappear altogether. (See page 20, paragraph #3 of Environmental Impact Report)
3. All vehicular traffic along Mountaingate Way, Mastlands Drive, Castle Drive, Ascot Drive, Chelton and numerous other feeder roads would have to funnel through the narrow two lane Ascot Drive. The amount of vehicular traffic at present makes for vexing and unsafe driving conditions, especially during school and rush hours.
4. The removal of ground cover over the proposed project would contribute to possible flood conditions such as occurred during the flood of 1962. This flood cost the City of Oakland untold thousands of dollars. (See page 13 of Environmental Impact Report)
5. The existing properties near the proposed project would diminish in value because of the increased density of housing and the loss of the rural atmosphere.

We propose as an alternative to the proposed project that the area of the proposed project be rezoned from R-30 to R-20 and that a 100 foot minimum frontage be required along Mastlands Drive or Castle Drive.

We request that all interested parties be given sufficient time before final approval to gather support for opposition in the event that the Planning Commission should decide in favor of the proposed plan as submitted.

Century

CLEVENGER REALTORS®, INC.

4225 park blvd.

oakland, california 94602

JOE COHAN/sales associate

bus. (415) 530-4373

res. (415) 531-0299

Sincerely,

Joe Cohan

Mayme Cohan

2110 Mastlands Drive,
Oakland, CA 94611

May 19, 1979

Oakland City Planning Commission
6th Floor, City Hall
1421 Washington Street
Oakland, California 94612

Reference: Park Properties Residential Subdivision
Planning Commission File # ER78-106

Dear Commissioners:

As home-owning residents in the immediate area of the referenced subdivision, my wife and I strongly object to the extremely adverse impact such a project would have on our neighborhood. If the area is to be developed, however, it is our firm opinion that it can accommodate far fewer houses than the 29 that are proposed.

We make the following specific objections:

1) Most - if not all - of the proposed lots along Castle Drive are very steep. They are only a few hundred yards from the Hayward earthquake fault and houses built upon them would be at great risk in a major earthquake unless, in our opinion, they were given foundations probably much more extensive than contemplated.

2) The Castle Drive construction and access arrangements would create severe drainage problems down the very steep slopes, and would endanger the magnificent stand of eucalyptus trees along that portion of Castle Drive. Those trees are widely visible throughout the community. There is already a history of destructive flooding along Larry Lane and in Ascot Court.

3) The density of houses in the proposed group appears much higher than the existing general neighborhood density along Mastlands, Larry Lane and Mountaingate. Substantial traffic from the development would travel along those presently quiet streets. Larry Lane, in particular, is quite narrow and totally unable to carry increased traffic. Mastlands and Mountaingate are also winding and dangerous in heavy travel periods already. There are no sidewalks for pedestrians and it is hazardous for children walking to and from nearby schools on Ascot. Access for fire protection for a large development is also very questionable.

4) Traffic at the intersections with Ascot is already quite heavy, and often dangerous - especially during morning and afternoon school hours.

We believe strongly that the area will properly support no more than 10 houses, maximum, and feel that an on-site inspection by the Commission will lead to the same conclusion.

Sincerely,

Kennan C. Herrick Doris L. Herrick

Kennan C. Herrick
Doris L. Herrick

6010 CASTLE DRIVE
OAKLAND, CA. 94611

OAKLAND CITY PLANNING COMMISSION
6TH FLOOR, CITY HALL
1421 WASHINGTON STREET
OAKLAND, CALIFORNIA

ATTN: MR. WILLIE YEE, JR.,
ASSISTANT PLANNER

SUBJECT: PARK PROPERTIES RESIDENTIAL SUBDIVISION
FILE NO. ER 78-106

DEAR MR. YEE,

WE HAVE READ THE ENVIRONMENTAL IMPACT REPORT DRAFT AND FIND IT INCOMPLETE IN A NUMBER OF AREAS.

1. OFF STREET PARKING HAS NOT BEEN SERIOUSLY CONSIDERED.
2. IF THE "NO PARKING" SIGNS ARE REMOVED FROM THAT PORTION OF CASTLE DRIVE, IT WILL BECOME A ONE WAY STREET.
3. IF CARS ARE PARKED ON THAT PORTION OF CASTLE DRIVE, EITHER LEGALLY OR ILLEGALLY, EMERGENCY VEHICLES WILL NOT BE ABLE TO PASS. PARKING ON THAT PORTION OF CASTLE DRIVE HAS NEVER BEEN A PROBLEM DURING THE TWENTY SEVEN YEARS WE HAVE LIVED AT THE ABOVE ADDRESS.
4. THE ROW OF TREES ALONG THAT PORTION OF CASTLE DRIVE ARE AESTHETICALLY PLEASING. THE REPORT EXAGGERATES THEIR APPEARANCE. THE PLACEMVILLE EXPERT'S OPINION OF THOSE PARTICULAR TREES COULD BE APPLIED TO 90% OF THE EUCALYPTUS TREES IN THE CITY OF OAKLAND. THIS PARTICULAR ROW OF TREES PROVIDES PROTECTION FOR CARS, RESTRICTS THE USE OF CASTLE DRIVE AS A THOROUGHFARE, PROVIDES PROTECTION FOR MANY VARIETIES OF NATIVE BIRDS, PROTECTS RESIDENTS FROM NOISE AND AIR POLLUTION, AND PROBABLY MOST IMPORTANT STABILIZES THE BANK FOR CASTLE DRIVE, ITSELF. THE BANK ON THE OPPOSITE SIDE OF THE ROAD HAS A CONSTANT SLOUGHING PROBLEM. THERE IS NO REASON TO BELIEVE THAT THE BANK ON THE DEVELOPMENT SIDE OF THE ROAD WOULD NOT HAVE THE SAME PROBLEM IF THE TREES WERE REMOVED. WE HAVE NOTICED INCREASED NOISE AND AIR POLLUTION EACH TIME TREES HAVE BEEN REMOVED FOR FREEWAYS AND OTHER NEW DEVELOPMENTS (I.E. CASTLE PARK WAY).
5. THE REPORT'S STATEMENT REGARDING INCREASED RUN OFF HAS NOT BEEN VERIFIED BY A LICENSED ENGINEER.
6. IT IS NOT CLEAR HOW THE DEVELOPER WILL BUILD HOUSES ON SUCH STEEP LOTS WITHOUT DISTURBING THE EXISTING VEGETATION.
7. THERE CAN BE NO GUARANTEE THAT FUTURE HOMEOWNERS WILL NOT REMOVE SIGNIFICANT QUANTITIES OF EXISTING VEGETATION FOR THEIR INDIVIDUAL LANDSCAPING ACTIVITIES.
8. THIS CANYON HAS SEVERAL DEEP GULLIES CREATED BY RUN-OFF THAT THE REPORT DOES NOT MENTION. THE CANYON IS THE BED OF AN OLD STREAM AND

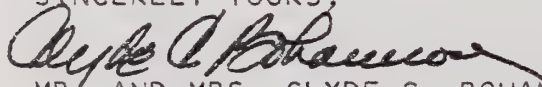
9. VARIANCES FOR EXISTING ROAD RIGHT OF WAYS WOULD HAVE TO BE GIVEN FOR THE PROJECT TO BE CARRIED OUT AS DESCRIBED IN THE REPORT.


10. EVEN IF SOME OR ALL OF THE TREES ALONG CASTLE DRIVE WERE REMOVED THE LINE OF SIGHT FROM THE PROPOSED DRIVEWAYS WILL NOT BE IMPROVED AUTOMATICALLY. THE NEW HOUSE AT 5727 CASTLE DRIVE PROVES THIS POINT. THE DRIVEWAY SLOPES DOWN FROM CASTLE DRIVE AT THE WESTERN BOUNDARY OF THE PROPOSED PROJECT. THE GRADE IS APPROXIMATELY 20 -30%. A DRIVER CANNOT SEE IN EITHER DIRECTION UNTIL HIS CAR IS ACTUALLY ON CASTLE DRIVE. MOST OF THE LOTS IN THE PROPOSED PROJECT ARE STEEPER THAN THE ONE AT 5727 CASTLE DRIVE. THE DRIVEWAYS PROPOSED WOULD HAVE TO BE LEVEL WITH CASTLE DRIVE IN ORDER TO HAVE A 100' LINE OF SIGHT IN EITHER DIRECTION.

11. THE TYPE OF CONSTRUCTION PROPOSED WOULD RESTRICT AND/OR ELIMINATE NORMAL TRAFFIC ON CASTLE DRIVE. THERE IS NO PLACE TO STORE LUMBER ETC. EXCEPT ALONG THE SIDE OF THE ROAD. HEAVY CONSTRUCTION EQUIPMENT WOULD NEED TO USE THE ROAD. THERE IS NO CONVENIENT DETOUR FOR RESIDENTS TO USE. ASCOT DRIVE OR JOAQUIN MILLER ROAD TO SKYLINE ARE THE ONLY ALTERNATES. BOTH OF THESE ROUTES ADD A CONSIDERABLE NUMBER OF MILES TO DAILY TRIPS.

IT IS OUR BELIEF THAT THE OPEN SPACE ALTERNATIVE IS THE ONLY VIABLE ONE.

SINCERELY YOURS,

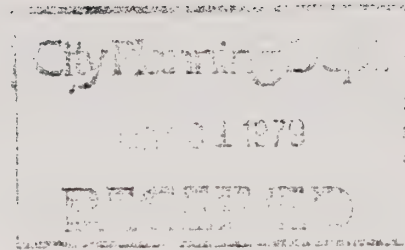

MR. AND MRS. CLYDE C. BOHANNON



May 29, 1979

40 Larry Lane
Oakland, California 94611

DIRECTOR, Department of Planning
Oakland City Hall
14th & Washington Streets
Oakland, California 94612



Gentlemen:

I am writing in regard to the proposed 29-house development currently under consideration for the canyon between Castle Drive and Mastlands Drive.

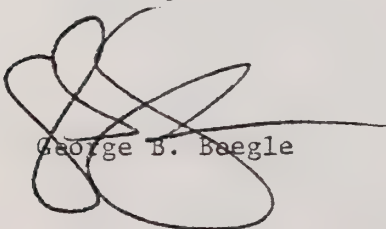
It is my understanding that the dirt road at the end of Larry Lane would be improved to provide access for at least eleven of these new homes.

As a resident of Larry Lane, I can assure you that the street is inadequate to handle the present traffic and that the additional traffic resulting from the new development would only create an excessively dangerous situation.

Larry Lane is essentially a single lane street; very narrow and winding, and there is no street lighting whatsoever. It is very difficult for on-coming traffic to pass, and it is particularly dangerous at night due to the winding nature of the street. Any increase in traffic will only increase this hazard and create a very dangerous situation for the current residents.

I hope that you will give strong consideration to these facts when reviewing the application for development.

Sincerely,



George B. Baegle

LEONARD RUBIN, M. D.
6120 CASTLE DRIVE
OAKLAND 11, CALIFORNIA
94611

Oakland City Planning Commission
6th floor, City Hall
1421 Washington St.
Oakland, Ca 94612

re: Park Properties Residential
Subdivision
ER 78-106

Dear Sirs:

The draft Environmental Impact Report of April 16, 1979 referable to the above project has been examined and it is felt that a number of substantial problems which this project would create have been underestimated or not understood.

Not being an expert on geological matters, it is necessary for me to leave the problems of slides, erosion, water drainage and the like, all serious problems, to those with more expertise.

The report has a number of inconsistencies in it apart from outright misobservations or misconceptions. Inconsistencies occur in a variety of ways, including comments that walking to municipal bus service would be no problem, but pedestrian traffic would be unchanged, that the trees are a hazard and should be removed in any case but common driveways would mitigate safety problems if they weren't removed, and so on.

The major factor in my estimation, and a matter in which I am expert from having been involved in the problems, is safety. Traffic on Castle and Mountaingate to and on Ascot is now congested and hazardous, especially at school times. Patterns of traffic are hazardous, slow and are a constant inducement to drivers and pedestrians to use poor judgment resulting in unnecessary risks as well as accidents. None of the proposed solutions would solve the problems of an already treacherous situation. The comments made so far have only to do with volume and congestion, not with visibility, or access by large emergency or commuter vehicles. It does not matter what "scientific" tests or monitoring or traffic experts may claim, we in the Castle area are the users and see the problems every day. We have also been involved in the problems. They are present and they are serious. Statistics will not dissolve them.

The idea that auto traffic won't be so bad because bus traffic is so easy is ludicrous from several points of view. From the pedestrian volume aspect, this is already a problem. From the "ease of access" point of view the report writers failed to take into consideration the elevations involved. Anyone who has walked Castle, other than for fun, can attest to the fact that it is not

particularly easy or safe. Add to this the known reluctance of individuals to abandon their automobiles leads to the conclusion that the commuter bus mitigation factors are more illusory than real.

Safety will further be decreased by the necessary parking which will follow increased density in the area. In spite of "no parking" signs now put up by the City, illegal parking is not uncommon on Castle now. Complaints are not made because most understand there is no good solution to the problem now. Additionally, legal parking now occurring on Castle is a very bad safety problem and often forces traffic on blind curves into the opposing lane.

Anyone who has observed a fire emergency on Castle will not have been blind to the safety problems not only secondary to the fire in the heavily wooded area, but to the difficulty in large fire trucks in safely manipulating the road with safety to other traffic on the roadway.

Aside from these very serious problems (and there are more from a safety point of view when one considers the geologic uncertainties), the negative environmental impact on such issues as open space, trees, living room, fauna, etc are formidable. The trees in the hill area have already been mismanaged by "experts" following the big freeze some years ago. This includes the trees in question on Castle. When left alone the trees have not caused any problem for the human inhabitants. They are a pleasant and appreciated part of the community. To bring these trees down would be a crime and would invalidate the precepts fundamental to have environmental studies or even to having a Planning Commission in the first place.

The proposed project is so antithetical to the objectives of a planning process that its implementation will be a monument to the lack of efficacy of our planning activities.

Sincerely,

Lemard & Janet Rubin

negotiating

2725 Mountaingate Way
Oakland, California 94611
May 28, 1979

Director, Planning Department
Oakland City Hall
14th and Washington
Oakland, California 94612

Dear Sir:

I am opposed to the proposal to build 29 houses in the canyon below Castle Drive, above Mastlands Drive and Larry Lane.

A very dangerous traffic problem will be created. Access by way of Larry Lane, Mountaingate Way, and Castle Drive means crowding possibly 60 more cars on streets barely wide enough to allow passage. There is no space for sidewalks or parking along these streets. There is no easy access to public transportation--each one of the new homes would undoubtedly require two cars!

The increased water runoff caused by roofs, patios, paving, will swell the creek running down the canyon to the point of real danger to the homes below. Even a minimum of grading could add silt to the present creek and culvert, making more real the danger of flooding.

These are two important reasons why I am writing to ask the Planning Department refuse to recommend acceptance of the Park Properties proposal. Construction on steep canyons, difficulty of access, over-exploitation of a rather fragile land area should be your concern.

Sincerely,

Edith G. Weitz

Edith G. Weitz

Oakland Planning Commission
1421 Washington St.
Oakland, Ca. 94612

5/30/77

Ref: Case ER-77-12

Gentlemen:

The directors of Piedmont Pines Club
have reviewed the EIR dated 4-11-77
and find it inadequately deals with
the impact in the development area
and that the P.P.C. is opposed to the
proposed development.

Robert M. Komar
Robert M. Komar, President
Piedmont Pines Club
9301 Skyline
Oakland, Ca. 94611

1949 Mountgate - 711 -
Oakland, Ca. 94611
May 28, 1979

Director, Planning Dept.
Oakland City Hall
14th & Washington
Oakland, Ca. 94612

Dear Director:

This is with regard to the proposed
Park Properties development on
Castle Dr. and Mastlands.

I feel this size development
would create a very serious
traffic problem on Mountgate Way
between Castle Dr. and Alcatraz St.
Mountgate Way is a narrow
street with many cars parked
along it thus often creating a
one lane situation. This would
become quite dangerous with
that much more traffic.

I've added some to the
cars from such a density
must be made public
traffic on Mountgate, they
a near impossibility, and
it's very hazardous (today)
This would be particularly
dangerous for children
walking to school.

I do hope these
potential traffic problems
will be very carefully
analyzed before any
such development is
approved.

Sincerely,
Shirley Thoren

OAKLAND CITY PLANNING COMMISSION
JUNE 1979

33 Castle Lane
Piedmont Pines
Oakland, California 94611
28 May 1979

Oakland City Planning Commission
6th Floor, City Hall
1421 Washington Street
Oakland, California 94612

Dear Commissioners:

We write with regard to the project titled "Park Properties Residential Subdivision" under file #ER 78-106 (29 single-family dwellings on 11.2 acres).

The Environmental Impact Report, as submitted, is virtually worthless. It is impossible to assess the impact of a project on an environment unless one has first described accurately that environment as it exists at present. This the Report fails in any way to do. The Report is inaccurate and incomplete.

Our reply takes the following direction:

- 1) We show that the EIR fails to describe the situation as it exists, omits some significant impacts of the project, and understates other significant impacts.
- 2) We argue that the conditions of the site are such that none of these impacts can be minimized. There is no way to remove or minimize the adverse effects of this project.
- 3) The only alternative is to retain the area, which abuts on Joaquin Miller Park, as an open space.

Our reply deals in turn with the following problems:

Site
Drainage
Stability
Traffic
Fire and Earthquake, and Related Protection
Vegetation and Wildlife
Community Services
Quality of Housing
Conclusion

1. Site: The Oakland Policy Plan (City of Oakland, 1976) states that urban development should be related sensitively to the natural setting, with the scale and intensity of the development in each case bearing a

reasonable relationship to the physical characteristics of the site. The EIR casually mentions this requirement, but utterly fails to show that the development would meet it. Indeed the development would in no way do so.

Although the Report states that a "steep canyon" is involved, it fails to state how steep and deep it is, and does not indicate how it varies from proposed lot to proposed lot within the project. Without such information, it is impossible for a planning body accurately to appraise the project.

In fact, these slopes are extremely steep, in many cases approximating to the vertical.

Nor does the Report consider the positioning of the houses with regard to sunlight. The Report fails to state that most of the houses involved would either face north or else would be at the bottom of a steep and deep canyon. The significance of this is that the proposed houses would be deprived of sunlight much of the year (thus increasing energy costs to the households); further, the houses on the north-facing slopes would have most of their windows to the north, thus facing the cold north winds. The houses at the bottom of the canyon would in the winter be subjected to dense low-lying fog and related moisture.

Thus the site is an intrinsically undesirable area in which to build, quite apart from its very adverse effect on the surrounding neighborhood. Just how adverse this effect would be, we shall show in the following.

2. Drainage: The section of the EIR on geology, soils, and seismicity is seriously deficient in its treatment of soils stability, drainage, and the presence of underground water.

The canyon represents a major drain for the surrounding area which forms, as it were, an amphitheater around it. Indeed, in years past (in the 1920-1930's), there was a reservoir at the bottom of the canyon (where some of the houses are to be built), and all the land had been set aside for a watershed. In the 1940's, the plan for the reservoir was rescinded, and the dirt dam containing the existing reservoir was removed. There is a history of problems related to drainage in this area, with many examples.

The Report does not even mention, however, a major drain which runs from Castle Lane down into and through the length of the canyon, through most of the project site. This drain reaches in places depths of over twelve feet, and of course runs continuously in the winter with a substantial amount of water.

The Report also fails to mention the existence of numerous springs either immediately above the project area or within the project area itself. Some of these springs feed into the drain mentioned above; others debouche elsewhere in the project area.

Thus this canyon drains not only Castle Drive, but also Castle Lane and some of Castle Park Way. And the major drain and springs just mentioned feed directly into it.

The EIR minimizes wrongly and in not fully informed way the effect that the proposed development would have on increasing the impact of drainage. It says that the proposed project would result in a slight increase in surface runoff, primarily from the pavement of Cypressville Lane. The proposed homes, it is stated, would not contribute significantly to the proposed runoffs. This is not creditable given the nature and the history of the site.

The homes and their driveways will, on the contrary, concentrate runoff to a dangerous degree. The existing natural drains show the instability of the soil by their depth. Additional concentration of runoff will contribute significantly to soil movement.

There is, moreover, a serious inconsistency in the report with regard to runoff and drainage. The report states that "runoff from the proposed project would amount to approximately 3.5 cubic feet per second for a ten-year storm event. The culvert located at the bottom of the swail near the Larry Lane/Mastlands Drive intersection is capable of handling about 7 cubic feet per second."

Thus the Report indicates an increase in volume amounting to 50% of the capacity of the present drain without indicating or even considering whether the present drain is capable of handling existing runoff. Since the Report's estimate of additional volume is in itself, as shown above, hardly creditable, this is a very serious deficiency.

The Report hence mandates maintenance to keep open the drainage culvert. Otherwise, so the Report concedes, some overflow might occur during intense storms. And this of course would endanger the properties below the project, on Larry Lane, Mastlands, and Mountaingate. Several homes on Mastlands were in fact flooded in 1962.

Who is to undertake this maintenance? The City of Oakland? This is nowhere mentioned in the Report as an additional drain on City of Oakland services.

3. Stability: The question of the stability of the soil is obviously related to that of drainage. But it is compounded in this case by the nature of the soil.

The Report conveys the opinion of Diablo Soil Engineers that the stability of the slopes underlain by serpentine is fair to poor, and that where the serpentine is intensely sheared, slides may occur in slopes as shallow as 2:1. It further states that the serpentine on the project site supports 1:1 slopes, yet considers it to be competent and exhibiting very good stability.

The report thus admits that slides may occur in slopes of intensely sheared serpentine much shallower than the steep slopes in this project site. (b) without explaining or being specific - the Report claims that the serpentine "on the project site" supports very steep 1:1 slopes.

Thus the problem of instability is nowhere in the Report related to the specific slopes found in this canyon. How extensive are these 1:1 slopes?

Are they found throughout the canyon? Or only on selected sites? And if the latter, what are the particular impacts of building there?

In view of the information given relating to drainage and soil stability, one can only conclude that if a major earthquake should occur in the spring following a winter of hard rain, no building site on the sides of this canyon, however engineered, could be considered secure.

4. Traffic: When it comes to traffic, the Report is so confused as to be incomprehensible. Let us open just with one example:

Page 17 of the Report is either inconsistent, very unclear, or inaccurate. In paragraph three it is stated: "The estimated two-directional peak hour traffic flow on Ascot Drive would be about 700 vehicles per hour." Below, in the fourth paragraph, it states that "Ascot Drive handles a substantial amount of peak hour/peak direction traffic (estimated at about 500 vehicles per hour)." Are we talking about 700 vehicles? Or 500? Or are we talking about 500 in the direction of the City, and 200 in the direction of the hills? If the latter, the information must be highly inaccurate. For many more than 200 vehicles come up Ascot Drive towards the hills at the morning peak hour in order to deliver children to the two schools located at the Mountaingate/Ascot Drive intersection (see next page). Another source of unclarity on this page is that, in speaking of any increase of traffic on Ascot Drive, the Report fails to distinguish the effect of increases below the Mountaingate intersection from that of increases of traffic above the Mountaingate intersection.

This example is only the beginning.

The Report states that roadway design in the area (in terms of roadway widths, grades, and site distances) is generally "less than ideal," although "it meets generally accepted design standards for traffic volumes carried."

The Report fails to reveal that the Ascot-Mountaingate-Castle Drive stretch in question is at present regarded as exceedingly hazardous by those who use it daily.

Nor does the Report take account of the fact that Mountaingate-Castle Drive is the sole access road for this immediate area. Nor does it mention that Mountaingate-Castle Drive provides as well one of the major routes from the Warren Freeway and Montclair to the park area along Skyline Boulevard.

Yet what is the real condition of this route? The Report merely states that Castle Drive is at present a "24-foot wide (the width varies throughout its length) roadway without curbs or sidewalk and is lined with closely spaced eucalyptus trees up to the pavement edge."

This description completely leaves out the two salient facts about Castle Drive (which is in any case a treacherous, narrow, steep, and winding road). These facts are: a) on one side of the road there rises a very steep ascending cliff or embankment; b) on the other side of the road there is a very steep descending cliff blocked only by the row of eucalyptus. There is no "give and take" on either side of the road; there is no buffer; there is no "shoulder."

Thus a large part of Castle Drive barely permits two-way traffic as it is.

Further, the Report does not state that no parking is at present permitted on Castle Drive for most of its length along the project edge.

What are the implications of this? Failure to mention the no-parking ordinance leaves the Report silent on the impact of parking connected with the proposed development. Clearly the proposed development will attract a demand for on-street parking - in connection, for instance, with entertainment and deliveries. Where are guests and deliverymen to park? There is nowhere else to go. Yet any parking on Castle Drive - as is implicitly acknowledged in the present no-parking ordinance - renders this street hazardous if not impassable.

The Report also fails to state that two schools are located very close to the project, on the main route to it, at the corner of Mountaingate and Ascot, and that all traffic from this area passes by those two schools (traffic from upper Ascot as well as traffic from Mountaingate-Castle Drive). The intersection in question is already very dangerous, due to a blind intersection without traffic signal. Often, at the beginning and end of the school day (and the beginning of course coincides with morning commuter traffic), the area is virtually impassable. Since one of the schools is an elementary school, the ordinary volume is swollen by that of the cars of parents delivering and collecting their children from school. There is also, of course, a problem with school buses in this narrow and confined area. If one now adds 460 extra trips daily (as the Report suggests), one is compounding existing accident-generating conditions and making the likelihood of an accident to a child particularly strong.

Thus we are talking about a situation here which is already approaching clogging and traffic-jamming at peak hours. Yet the EIR does no more than concede that there will be an increase in traffic (and does so with misleading and inconsistent figures). How near to the maximum possible traffic for this area does this development bring the existing road structure? Would any additional and possibly much more desirable development be precluded by this project? Does a single developer, under the Oakland Policy Plan, have the right to preempt and clog all usable support systems to the detriment of other land owners?

5. Fire and Earthquake, and Related Protection: The traffic difficulties mentioned above are greatly compounded by and inseparable from the ever-present danger of fire and earthquake, and the additional potential of pipeline disaster related to (or independent from) earthquake and fire.

- a) This whole area is exceedingly vulnerable to brush fires.
- b) The project is to be built right on top of an inactive earthquake fault (Chabot Fault) and not far away from an active earthquake fault (Hayward Fault).
- c) The narrow stretch of Castle Drive (along which the project is to be built) carries the Shell Oil Pipeline. This is not mentioned in the report.

species such as scotch broom.

Similarly for birds: In its list of birds that inhabit the canyon, the EIR fails to mention the hawks and owls that live here. These predators will most likely be displaced from this canyon by the development, leading to an increase in the rodent population, which in turn will have an adverse effect on the vegetation and on the remaining bird life.

Indeed, among the list of mammals likely to be present in the project site, the Report fails to mention the most common of all: the raccoon. This mammal, already a nuisance, is likely to increase with the development to the detriment of competing wild life.

It may also be presumed that the residents of the proposed development will often not trouble to leash their dogs, thus leading to further harrassment of existing wildlife.

7. Noise Pollution. The Report fails to state that the canyon is a narrow steep natural amphitheater, and that noise from this 29-house development will be funnelled up to the houses on Castle Lane, Castle Drive, and Castle Park Way, immediately surrounding it.

Traffic noise on Castle Drive, particularly from motor-cycles, is already disturbing, and it would be expected that this sort of noise would increase, along with radio noise and other noise such as barking, and would disturb the residents above and create a very serious noise problem.

No one in the neighborhood could escape this noise.

8. Community Services.

The Report is seriously mistaken in its estimate of three-minute response time from the police in case of emergency calls.

A recent experience found that in an emergency call to the police the call itself could not be completed in three minutes, let alone having a policeman respond within that time.

It is evident that any attempt on the part of residents to enlist police help to mitigate problems created by this development - such as traffic (e.g., speeding on Castle Drive), noise, noise disturbance, animal control - will not be successful. Testimony before the City Council regarding budget cutbacks have made it clear that the police will not be able to respond adequately even to emergency calls, let alone to non-emergency complaints.

For instance, testimony to the City Council by the police recently (reported in The Montclarion, May 23, 1979) read as follows: "The police department is on the brink. It's a question of safety. God help people who live up in the hills. They are lucky if they see a beat car once a week."

In the case of fire, earthquake, or pipeline disaster, there would be an important need for large vehicle access (such as fire-engines and ambulances), plus a greater likelihood of blocking on the streets in question.

While fire protection for the existing neighborhood is in any case limited by the special characteristics of the terrain, some of which have been made clear in the foregoing, there is yet another problem which the Report fails to take up: water pressure. The Report is silent about the potential drain on water pressure the proposed project would create in the event of a major brush fire or earthquake-related fire.

The limited access and the steep roads which reduce response time from the fire department increase and potentiate the vulnerability of this neighborhood on a variety of fronts. In these circumstances, congestion on Castle Drive could lead to the nightmare of total conflagration.

6. Vegetation and Wildlife:

a) Eucalyptus Stand. The Report states that a row of eucalyptus trees line Castle Drive and would presumably have to be cut down for the project to go ahead.

To someone who has never seen this area, a row of eucalyptus trees may seem a minor matter. The hills are full of eucalyptus, and they are in many ways a nuisance.

But this is in no way an ordinary clump of eucalyptus trees. It is a majestic line of trees, unique in the Bay Area. It is a major scenic amenity of this area, and one of the major prides of the neighborhood. There is no way for the Planning Commission to judge the effect that the proposed cutting of these trees would have, short of viewing this remarkable stand of trees.

Not only is this eucalyptus stand majestic: at present it solves a major problem. It provides a barrier against traffic careening over the edge of the steep slope into the project canyon along this very dangerous and rather steep stretch of Castle Drive.

If the trees are cut down, what is to provide a barrier? An unsightly metal fence or concrete wall? Or are cars to be expected to hit houses in case of an accident? Since there is a high embankment on the other side of Castle Drive, as previously noted, there is only one place for a car to go in case of accident: over the edge into the project development.

b) Wildlife and Plants. In any consideration of the ecological impact on a given area, what is most important is the balance of vegetation and wild life. It is this balance that is most threatened by the proposed development.

The more special native plants will thus be threatened by the change in water runoff, and will most likely give way to more undesirable non-indigenous

9. Quality of Housing: The proposed development is completely out of keeping with the surrounding neighborhood, many of whose lots are much larger - some over an acre - and all of which have large frontages (contrasted with the very small frontages planned for this project).

This is an area of individually designed, custom built and architect designed homes of great merit. Some of the homes in the area have been published in design and other journals, and in books. Yet the price range suggested for the project houses (\$125,000 to \$180,000) suggests that - after development costs (tree removal, retaining walls, sewage, new roads, etc.) have been met, little will remain for building homes in any way comparable to those in the immediately surrounding neighborhood.

Knowledgeable professionals in real estate are already concerned that too much of Montclair has been filled with poorly designed and constructed homes built for speculation, houses which will not retain their value over a long period and which will produce serious maintenance problems in the future. Already one can observe throughout the hills deteriorating driveways and plywood siding on houses barely three years old. So far this problem has not appeared in this area of Piedmont Pines.

There is another problem, of an aesthetic character, that is closely related to this. Owing to the steepness of the slope, the builder can legally build the garages within five feet of the front property line and will no doubt request variances to permit him to build even closer to his frontage. This will result in an unbroken row of plywood garage doors facing Castle Drive. Such a prospect is so ugly that the City Council has already prohibited such development along Skyline Boulevard. Is it to be inflicted on the neighborhood here?

10. Conclusion. This canyon was originally used as a water shed. The characteristics of the canyon which made it suitable for a water shed are precisely those which make it undesirable for residential purposes.

These problems have been discussed in some detail above: concentration of water runoff, the narrow steep conformation which produces the amphitheater effect, the difficulty of access, and so on.

If the site were developed, it would lose any intrinsic desirability for housing. The proposed sites provide no view except of one another. The houses would be dark and damp. The cost of providing adequate foundations and driveways would be out of proportion to the value of the actual setting. The increased cost of energy to compensate for the lack of sunlight in the winter, the increased maintenance costs that will come from subsidence of the soils, and the effects of wind and rain that the canyon exaggerates, would all seriously reduce the desirability of the houses built in the project itself. Houses in the canyon along the proposed Cypressville Lane would also be threatened by flooding and landslides.

In short, it is highly improbable that the value of the houses in this

proposed project will approach those of the existing neighborhood in quality and desirability. Indeed, the EIR indicates that they will not, simply in terms of price range. There is no indication in the Report that the developer will attempt to meet any standard of quality or design comparable to that which prevails in the neighborhood.

The area is highly defined, distinctive, and carefully planned and well maintained. It is distinctive in its setting and is distinctive architecturally, consisting of custom designed and architect designed houses on large lots (some of the lots being more than an acre in size). The area enhances Oakland's image as a desirable city in which to live and would be seriously damaged by this project. The Report in fact takes no account of the immediate impact of the project on the abutting lots.

In short, the project utterly fails to meet the Oakland Policy Plan which states that urban development should be related sensitively to the natural setting, with the scale and intensity of the development in each case bearing a reasonable relationship to the physical characteristics of the site.

It is unlikely that any benefit to the City of Oakland from this development - such as increased tax revenue or retail sales - would be sufficient to compensate for the loss in value to the existing properties. It must be pointed out that the existing residents have been paying taxes to the City of Oakland for years and at higher rates than now prevail.

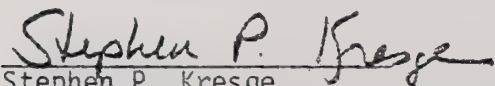
The residents of the new development will suffer from the same traffic hazards and other lack of amenities as the existing residents. Only the developers will profit from this subdivision. But the problems they will leave behind them will weigh very heavily on this community in the future.

Yours sincerely,



W. W. Bartley, III, Ph.D.

Professor, California State University, Hayward.



Stephen P. Kresge

President, Struction Incorporated.

Mr. Willie Yee, Jr., Assistant Planner
Oakland City Planning Commission
6th Floor, City Hall
1421 Washington Street
Oakland, CA 94612

May 30, 1979

Draft dated April 16, 1979
Environmental Impact Report
Park Properties
Oakland, CA

OAKLAND CITY PLANNING COMMISSION
ZONING DIVISION

Dear Mr. Yee,

The undersigned are long-time residents of the area which will be impacted by the proposed development. We have read the report carefully and found it in need of modification or clarification as follows.

DRAINAGE

An engineering report in greater detail should be made on the effect of the development on flooding of existing homesites on Larry Lane, Ascot Court, and Mastlands Drive. We question the use of a 10-year flood as the design basis for the drainage system. Serious damage was caused to houses in that area by floods in 1962 and to a lesser degree in 1973 and other years (see attachment 1, comments by William Schultz). Considering the seriousness of the flooding hazards, the drainage system should perhaps be based on a 100-year flood. Consideration should be given to tree branches, rock detritus, and other flood debris which block existing inlets. Projected pavement and roofs in the developed area will contribute to increased runoff, if only because of displacement of existing vegetation and topsoil. Therefore we question the statement that there would be very little increase in runoff because of the development.

EROSION

Retaining walls, concrete ditch linings, berms, and any other means required to prevent destructive erosion of soil resulting from the earthwork should be provided by the developer and fully described in the environmental impact report. Any erosion increase will hasten the undermining of existing roads and structures.

TREE REMOVAL

Removal of the eucalyptus trees along Castle Drive would eliminate a gracious and attractive landscape feature which local residents have long fought to protect. The trees provide many benefits including: protection of the road from washouts; barrier to prevent cars from crashing into the steep canyon if they should swerve off of the narrow road (scars on the trees show they have effectively served this purpose and we have heard of no serious injury to drivers); slope stabilization in the steep canyon; roosting site for red-tailed hawks, great-horned owls, band-tailed pigeons, cedar waxwings, and a multitude of other bird species; the visual atmosphere of a rural, or at least suburban environ, which is rare in Oakland.

POPULATION INCREASE

We question the estimated population increase of 3.1 persons per house in a neighborhood where almost every house has four to six bedrooms. Underestimating this figure results in too low a figure for estimated trips per day and student load in the schools generated by the development. Perhaps a survey should be made.

TRAFFIC CAPACITY OF CASTLE DRIVE AND MOUNTAINGATE DRIVE

While the figure 320 daily vehicle trips given in the report does not sound like a large increase, and would not be for a street on level ground, it is a significant increase on a road with no shoulders, substandard width and curve radii, and very steep grades.

DANGEROUS INTERFERENCE OF PARKED VEHICLES WITH TRAFFIC ON CASTLE DRIVE

Even if sufficient parking is provided for cars belonging to residents of the new development with access from Castle Drive (virtually inconceivable), there will be times when visitors cannot be accommodated in the driveways. They will park on Castle Drive, reducing it to a one-lane road.

EARTHQUAKE AND LANDSLIDE HAZARD UNDERESTIMATED

Structures constructed partly on rock or undisturbed soil and partly on filled land are particularly vulnerable to earthquake and landslide damage. Earthquakes of the anticipated strength could result in widespread damage in this development, including loss of access for emergency vehicles and residents to this and other areas.

PEDESTRIAN SAFETY

Existing streets are not wide enough to add sidewalks. Pedestrians, bicyclists, and moped riders must use narrow, blind Castle Drive. Mountaingate, Larry Lane to get to school, work, market. This is less than marginally safe under present conditions, would be irresponsibly unsafe with added traffic.

FIRE HAZARD

Recent history of fires in developed steep canyons provides examples of "fire storms" which are much more destructive than fires on level ground. One of the greatest disaster hazards in case of an earthquake or landslide is fire caused by broken gas mains or services linked with loss of access for fire trucks and emergency vehicles. This is a serious matter to be considered in this development.

SNOW AND ICE

It is not at all unusual for ice to form and snow to fall on Castle Drive, Mountaingate, Mastlands, Larry Lane. When this happened in the past, there were skidding accidents and again, access for emergency vehicles was lost.

EMERGENCY VEHICLE ACCESS

Cars parked along Castle Drive would prevent the passage of most emergency vehicles. Even if the "No Parking" signs remain, their enforcement could not be effective with the current patrol car shortage. It is possible that cars parked along narrow parts of Castle Drive will prevent emergency vehicles from responding to emergency or disaster situations.

Unless the driveways to the proposed development are properly designed, they could prove to be too steep and/or to have too sharp turns for emergency vehicles. This would apply particularly to fire trucks. The report does not cover this subject in enough depth. How does the developer propose to deal with this problem?


If the proposed driveways along Castle Drive do not enter Castle Drive with a horizontal transition, drivers will not be able to see vehicles on Castle Drive until they have already entered onto Castle Drive. This is an unacceptable hazard to vehicles responding to emergency calls, pedestrians, and normal traffic.

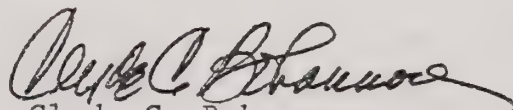
The foregoing comments point out some of the unique problems which should prohibit development in the Park Properties area. This property is located on fracture blocks of the main scarp of the Hayward Fault, where very strong earthquakes can be expected. Slopes are very steep and soil substrate is low-strength serpentine. Roads are far below standard in grade, curve radii, and width. Many have no shoulders whatever. Alternate access routes are long and subject to blockage under many circumstances. They are subject to washouts, icing conditions, subsoil failure. Windstorm can blow down trees and branches. Fire risk is very high in steep canyons, and once started, can be disastrously destructive.

How can disaster access for emergency vehicles be provided in such an area even for the present population?

The only responsible response to this development proposal is either "no project" or "open space alternative".

Very truly yours,


Robert A. Brewer
Registered Civil Engineer
California C8725
(19-year resident at
15 Castle Park Way)


Clyde C. Bohannon
(27-year resident at
6010 Castle Drive)

Bill Schultz

Drainage

The E.I.R study says to the effect that the new development will exist no drainage problems. Obviously the installation of the new street & the buildings will change rapidity of the runoff & also amount that earth & vegetation & trees would delay and absorb the runoff.

The present culvert system as far as capacity is concerned is knife edge critical. By actual observation (by resident whose house is in constant proximity of flooding) after the initial ground absorption of rain has taken place if it rains 2" in 24 hours the culvert will be running to capacity. If it rained 4" in 24 hours it would flood. If the culvert sits up (by new construction fill) or in anyway is clogged then overflow ^{water} is there.

Since that culvert was installed in approximately 1948 other roads are now draining into it. Drainage from Castle drive, & Castle fork way now drain into it via a new 12" culvert which carries on to Westlands. A lot of new area is added.

Please see snapshots concerning flood situation. There was much raw earth exposed in the canyon when this flood occurred & there was great amount of rainfall in 24 hours. When this new subdivision goes in roads, houses etc there will be much excavation & raw earth exposed for filling culvert with debris for several years. All we need is the rain. The canyon walls are so steep everything rushes toward the culvert. During the last flood, there was 4' of fill washed down & deposited on Westlands Dr. The entire creek system thru to Ascot court was filled with earth. & Ascot court was flooded.

The canyon now is stable all the slopes have settled & are covered with vegetation, but ^{culvert} capacity is still critical.

Since the culvert is the key to whole valley drain

in the covert + the whole covert entry system reverts
to give a safety factor

Soils Test.

2 soil test bore holes were noted in the valley floor. This is into the fill material which was used to bring the old creek bed up to a flat profile. It is doubtful if this test means anything as far as stability & bearing capacity, is concerned for the slope where the houses are going to be built.

Elevations

All the upslope lots 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29 will require massive earth removal in order to get off the road, the grades are for the most part well within variances from specified 25' set back from property line. (Please see drawing #1)

There is a tremendous amount (thousands of cubic yards) of fill on lots 9 & 10 which would be virtually unremovable unless further removed. So rather than build it away which is virtually impossible otherwise, it looks like the plan hopes to build it down as if for an approach road. However the slopes on lot 7 & 8 & 9 & 10 & 11 are so steep that there is no practical way the road could be made to hold. Also with this roadway fill where do the houses go (Please see drawing)

Variances

Probably every downslope lot along Castle Drive would require a set back variance from 25' required in order to get off the street practically & economically. This would be done either by individual builders or the developer (who probably does not intend to build houses himself). These lot are all very steep.

#1

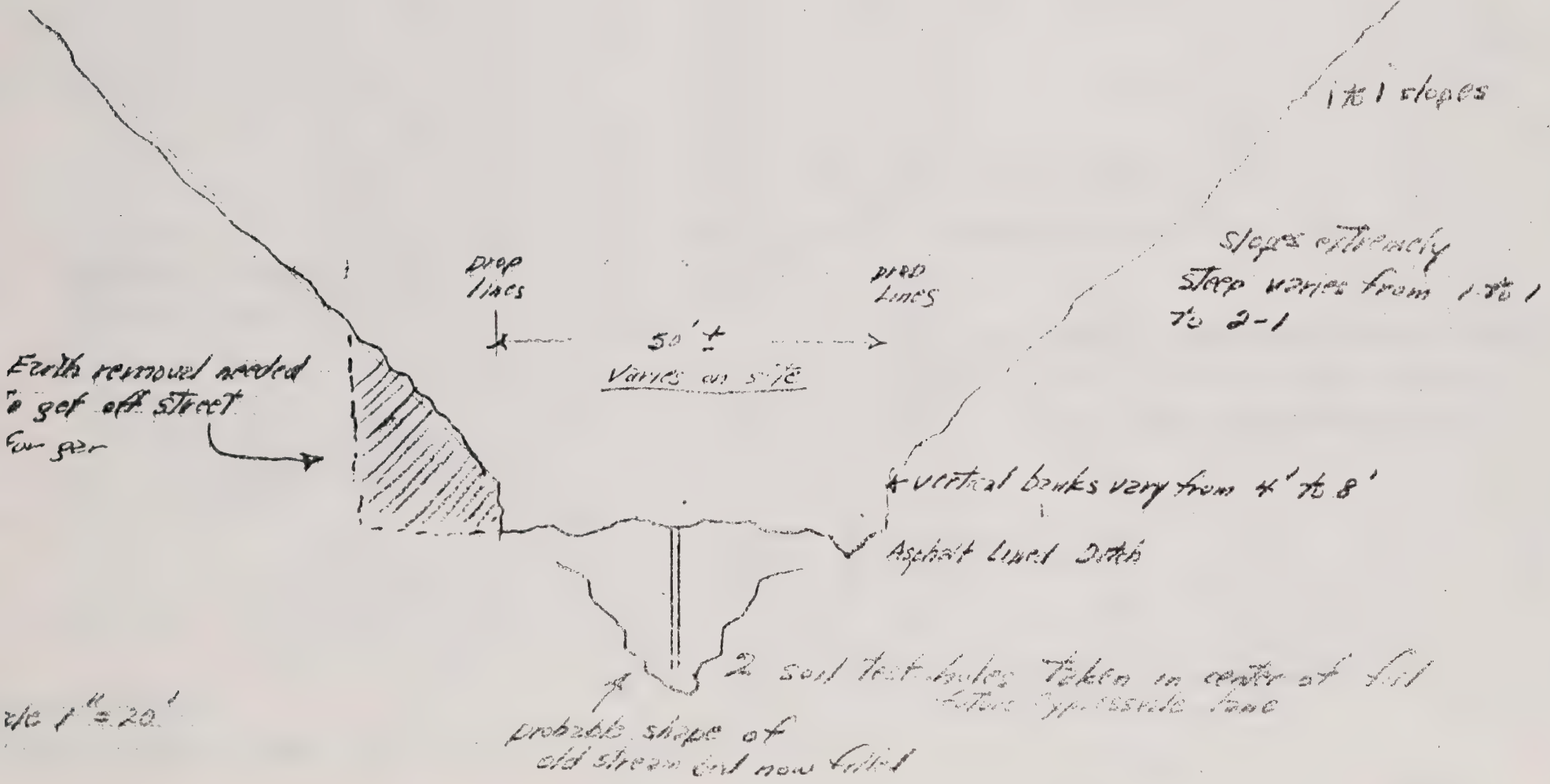
Typical View of upslope lots 19, 20, 23, 24, 25, 26, 27, 28, 29

lots 21, & 22 are in little side canyon of their own & terrain is flatter

All of these up slope lots will require massive earth removal in order

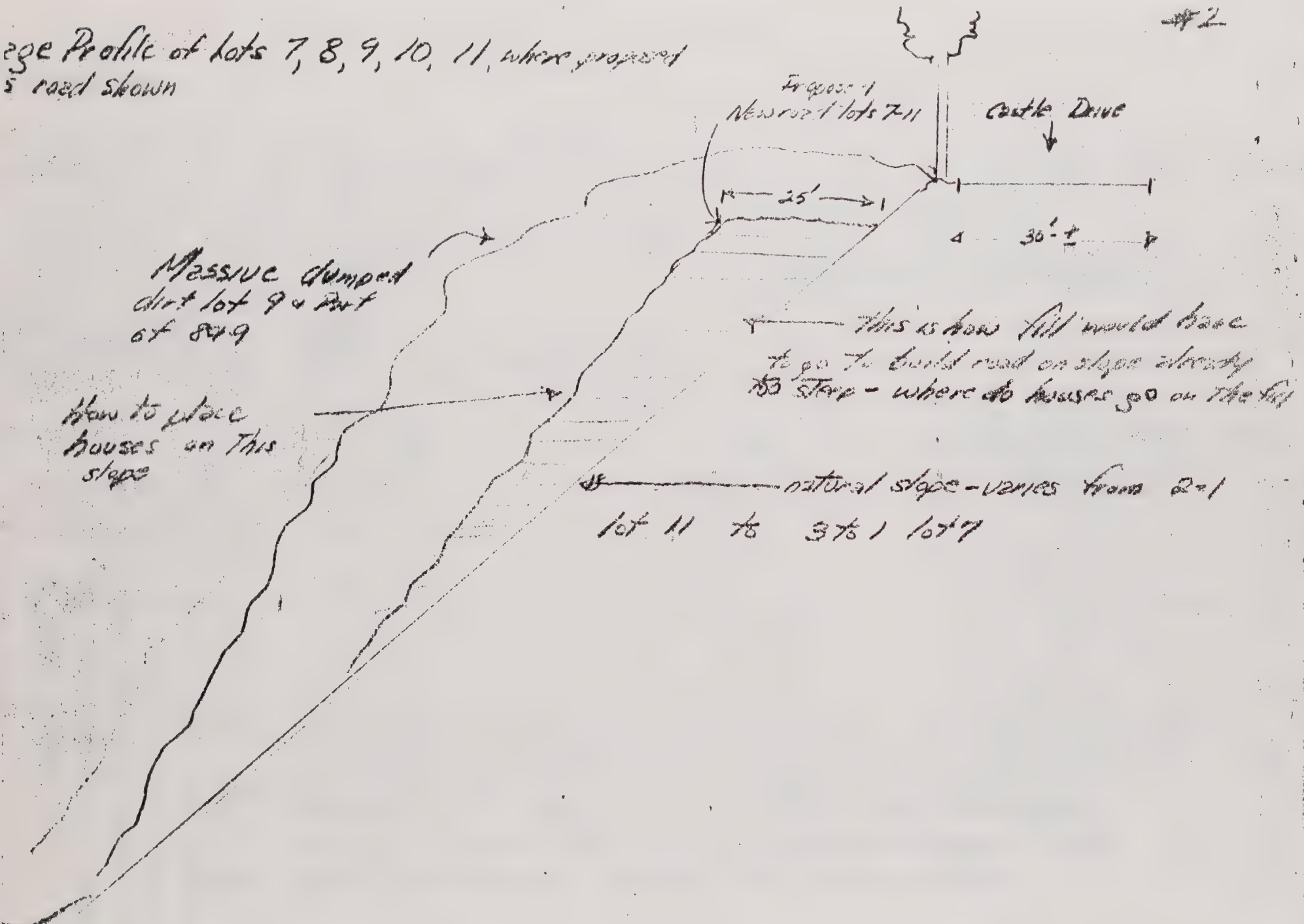
To get off the street either for garage, for house or for driveway approach

lots 23, 24, 25, 26, 27, 28, 29 will require variances from 25' setback to 0-10'



age Profile of lots 7, 8, 9, 10, 11, where proposed
road shown

#2



Scale 1" = 20'

GRACE DOTY
ARTS MANAGEMENT

May 26, 1979

Oakland City Planning Commission
6th Floor, City Hall
1421 Washington Street
Oakland, CA 94612

Re: Park Properties Residential
Subdivision

EIR File # ER 78-106

Ladies and Gentlemen:

I am a resident of Larry Lane who has just read the EIR in File #78-106, and I am disturbed by the proposed Park Properties Residential Subdivision. My chief concern is that most of the traffic created by the proposed development will actually be using Larry Lane more than it will Castle Drive or Mountaingate.

This would definitely create a thoroughly unpleasant environmental change for the residents of Larry Lane. The assault of NOISE accompanying the increased traffic on this quiet, narrow lane would be destructive to the lives of the families who now reside there.

I am also concerned that residents of Castle Drive and Mountaingate have not taken into consideration the problem that this project could create for residents of Larry Lane.

With uncommon respect and reverence for the surroundings, the residents of Larry Lane have settled their lives in this particular area because of its unique character and its natural beauty. It is a quiet, winding, secluded lane with a creek along one side and with an abundance of natural vegetation, including pine, cypress, laurel and eucalyptus trees... and magnificent oaks. This is enhanced by wildlife consisting of squirrel, deer, rabbit, raccoon, quail and other species, many of which can be seen on a daily basis.

Re: Park Properties Residential Subdivision
EIR File # ER 78-106

Page two

One family on Larry Lane cleared its own building site by hand in order to preserve as many existing trees as possible. No bulldozer was used on their property. It would be safe to say that the average resident of Larry Lane possesses like sensibilities and environmental consciousness.

In the past five years, at least five individual new homes have been built in the Mastlands, Larry Lane area. Not one of the residents of Larry Lane or Mastlands protested the building of these homes. We cannot be accused of being selfish by not wanting anyone else to enjoy the peace and beauty of the area. However, none of the five new buildings created the problems of RUNOFF, NOISE, VEGETATION, WILDLIFE and SCHOOLS as noted in the EIR prepared for the Park Properties Residential Subdivision.

Is it fair to destroy the environment for ten long-time resident families in order to build twenty nine homes on a site with so many questionable aspects?

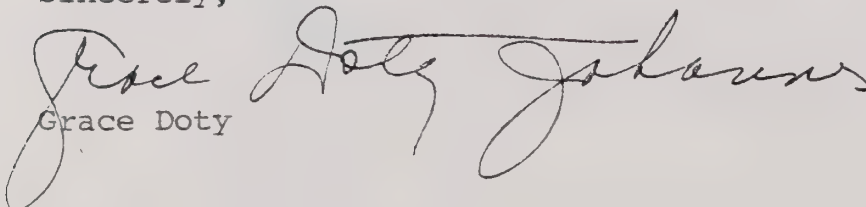
Are there twenty nine known buyers for these homes?

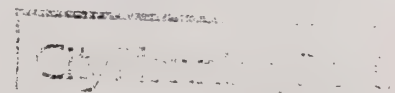
In the twenty years that I have lived on Larry Lane, it has been rewarding to note that first-time visitors to this area are always moved to remark on the special quality and atmosphere provided by the natural vegetation and wildlife for which Larry Lane is known. The visitors include guests from other countries and other states as well as friends from Oakland, Berkeley and San Francisco. The exclamation most often heard from visitors is "...this must be one of the most BEAUTIFUL places in all of Oakland."

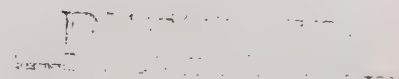
I believe it is.

Oakland has its share of plastic commerciality. Areas of natural beauty are diminishing rapidly. Shouldn't we be preserving this area of rare quality rather than placing it in jeopardy?

Sincerely,


Grace Doty





WORLEY K. WONG • RONALD G. BROCCCHINI & ASSOCIATES ARCHITECTS & PLANNERS
737 BEACH STREET BY AQUATIC PARK SAN FRANCISCO CALIFORNIA 94109 TELEPHONE (415) 873-8009

May 29, 1979

Oakland City Planning Commission
6th Floor, City Hall
1421 Washington Street
Oakland, CA 94612

Re: Proposed Park Properties Residential Subdivision

Ladies and Gentlemen:

As a resident of Larry Lane for the past twenty years I am deeply concerned about the proposed Park Properties Residential Subdivision. I strongly urge the City of Oakland Planning Commission to seriously consider the following comments regarding the draft EIR in File #ER 78-106:

1. GEOLOGY, SOILS AND SEISMICITY

Potential grading for roadways, driveways, and properly engineered foundations for 29 residences to be located on a steeply sloping site necessitates a major amount of earth movement. This change in the natural environment could certainly result in a serious threat to the stability of the soils conditions, posing a threat to the new construction and adjacent existing development. Surface runoff will be greatly increased due to the elimination of the natural vegetation in favor of large areas of roofing, patio paving, walkways, driveways and new roadways, plus the reduction of many mature trees.

The proximity of the project site to major seismic faults is not to be ignored. Surely the potential for downslope movement suggests a negative response to this request for approval.

2. TRAFFIC

By far the most negative aspect of this proposal is the inordinate burden produced by the added traffic to and from the project site. None of the existing streets to be utilized for

the newly imposed traffic is of sufficient dimensions or design to accomodate the influx of the proposed traffic on a daily basis. All four roads leading to the site (Mountaingate, Larry Lane, Mastlands Drive and Castle Drive, each described in the EIR as "less than ideal") are typical Oakland Hill area streets; narrow, twisting, sloping arteries winding through a heavily forested mountain area, well known for the potential danger of anything more than one car coming from the opposite direction. There are many blind curves, narrow passageways created by yearly erosion and earth creep and dangerous problems where garages open directly into the limited driving lanes. Traffic congestion at the Montera and Joaquin Miller Schools is already past the saturation point.

The draft EIR states that "The addition of project generated vehicles on these roads would not result in the roads being used beyond their capacity." I challenge that statement as a gross error on the part of the writer and ask whether or not the City of Oakland is willing to make any guarantees that this enormous addition of traffic to this area "would not result in the roads being used beyond their capacity"?

3. VEGETATION

As in any other "development" natural vegetation will be removed at the construction site as well as the proposed new roadway, Cypressvale Lane. The additional removal of giant eucalyptus trees certainly creates a major environmental impact on this part of the Oakland Hill area. The present refuge for wildlife including deer, racoon, squirrels and a large variety of bird life, to mention a few, will be ultimately destroyed as a natural habitat for the creatures of the forest.

4. NOISE

Intolerable noise levels can be predicted during the entire period of roadwork and construction of the development, as stated in the draft EIR. This noise pollution could extend for many years should the developer select to phase the project over a lengthy period of time. The prospect of that kind of impact is grim for the entire neighborhood. Even more important than the construction noise disturbances referred to in the EIR would be the drastic noise pollution resulting from the added traffic on Larry Lane. This severe noise impact on the environment would continue long past the construction period.

5. COMMUNITY SERVICES

Again, the draft EIR minimizes the difficulty inherent in this proposal. Providing Community Services to the project site

Oakland Planning Commission
May 29, 1979
Page three

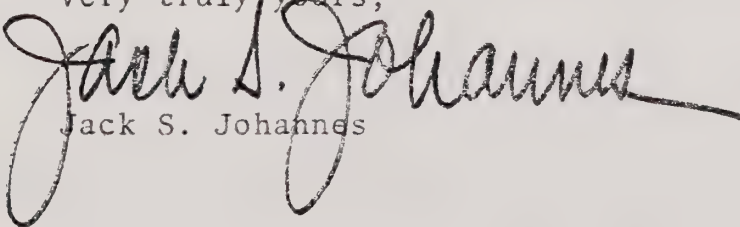
is a major problem. Certainly the members of the Planning Commission are acutely aware of the violation of public safety in creating a blind alley approximately 700 feet long without a legal turnaround for use by fire fighting equipment. Community Service vehicles will be obliged to "back down the hill"! Current Police Department patrol surveillance is at an absolute minimum. Recent calls to City of Oakland Police Department for possible neighborhood robbery emergencies have taken as long as one hour for a response.

6. A FINAL WORD - ESTHETICS

As an architect living in the immediate area, I am gravely concerned about the esthetic quality of the neighborhood. What assurances do we have that the developer will create 29 "custom residences" instead of another "tract development" with flip-flop designs based on identical floor plans.

If the project is approved it would be imperative to demand severe architectural review and control. In the pursuit of an economic windfall, a developer could cut corners that would produce another "ho-hum" project of which no one can be proud. It is the responsibility of the City of Oakland to protect us all from that dismal prospect.

Very truly yours,


Jack S. Johannes



CHARLES WILLIAM KRUCK

ESTATE, BUSINESS, TAX SAVINGS & FINANCIAL PLANNING SERVICES
PENSION AND PROFIT PLANS - INSURANCE

1980 MOUNTAIN BOULEVARD, SUITE 204, OAKLAND, CALIFORNIA 94611
TELEPHONE (415) 339-1611

May 29, 1979

Mr. W. Yee, Jr., Asst. Planner
Oakland Planning Commission
1421 Washington Street
6th Floor City Hall
Oakland CA 94612

Dear Mr. Yee:

We have lived at 6085 Castle Drive for twenty-nine years (29) as resident and property owner, and we want to strongly protest against the proposed twenty-nine single family homes on very steep Castle Drive and the valley. We studied your Impact report and feel it lacks a great deal of the impact it would have on the following:

1. ECOLOGY: The eucalyptus trees along Castle Drive are historic in our eyes and for 29 years these trees instead of causing accidents have in fact prevented autos from going over the bank and down the very steep slope of the canyon. If you ever drive castle drive during the fog you would never suggest that they be taken down. This project would have adverse effect on the deer, raccoon, hawk, owl, quail and many other wild life families that live in the canyon.

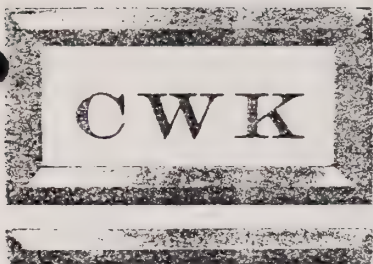
2. SAFETY: We have one of the few city owned parking areas in front of our home. Where would we park visitors cars? Look at the car problem that Tresle Glen has with little room for car movement. At the bottom of Castle Drive home owners have to park on Castle Drive and on Mastland Drive as there is no off-street parking. Then on Mountain Gate Way with the narrow road and small lots that have homes causes a terrible traffic hazard. Where Mastland Drive enters Ascot Drive you take your own life in your hands because of the blind spots.

3. DRAINAGE: I can remember back to the early 60's when we had heavy rains and with all the run from Castle Drive into the canyon I can still see in mind the water and mud running into the front door and out the back door of the home on Mastalnd Drive righth at the entrance to the canyon. We these homes that are proposed to be built how are you going to control all the additional run-off. Look at the time and expense the City has spent trying to controll the run-off on Lakeshore Drive.

4. SCHOOLS: With the addition of the new homes and the already overcrowded schools again we are only compounding the problem of:

- a. Safety while going to and from School.
- b. No sidewalks.
- c. Poorly lighted street.
- d. Narrow street.
- e. At least 100% increase in auto traffic.

5. DENSITY: The proposed homes on Castle Drive are to dense for the width of Castle Drive. In fact no homes should be built in the area of the eucalyptus trees because the parking as well as getting into and backing out of



CHARLES WILLIAM KRUCK

ESTATE, BUSINESS, TAX SAVINGS & FINANCIAL PLANNING SERVICES
PENSION AND PROFIT PLANS - INSURANCE

1980 MOUNTAIN BOULEVARD, SUITE 204, OAKLAND, CALIFORNIA 94611
TELEPHONE (415) 339-1611

Page 2)

It is our feeling and sentiment that greater study be given to this most important plan. We feel that no more new homes should be built on Castle Drive. The Canyon area should be purchased by the City or Park Dept. and kept for Ecology reasons as a Park.

It is not our desire to obstruct the way of progress, but to avoid the additional school problem, prevent more floods, to protect the place where plants, trees, and animals normally lives, not to compound the present very bad traffic patterns, keep the current safety pattern, and not to cut down the historic and stately eucalyptus trees.

Very truly yours,

Charles W Kruck
C Jean Kruck

RECEIVED

OAKLAND CITY PLANNING COMMISSION
CITY OF OAKLAND

May 26, 1979

Oakland City Planning Commission
6th Floor, City Hall
1421 Washington Street
Oakland, CA 94612

Gentlemen:

Re: Proposed housing project
Park Properties Residential Subdivision
File #ER 78-106 of the Planning Commission

I have been a resident for 32 years at 71 Camelford Place, Oakland, CA. I am located directly across the canyon from Castle Drive and the proposed location of the housing project of Park Properties.

I believe the development would destroy the appearance of the area, and that the canyon should be allocated for a Park. There should certainly be some wooded areas left in the Oakland Hills. This canyon contributes to the beauty of city of Oakland.

I agree with the stand taken by the Piedmont Pines Club that the proposed plan would create intolerable traffic congestion, destroy the appearance of the area, that the proposed lots are too small to be appropriate for the area, create substantial safety hazards in the area, and particularly, to the children of Montera Jr. High and Joaquin Miller Elementary schools.

Sincerely,

Mary M. Wilson

MARY M. WILSON
71 Camelford Place
Oakland, CA. 94611

6002 Castle Drive
Oakland, Ca. 94612
May 24, 1977

RECEIVED

Mr. Willie Yee., Assistant Planner
Oakland City Planning Commission
6th Floor, City Hall
1221 Washington Street
Oakland California 94612

PLANNING COMMISSION
ZONING DIVISION

Dear Mr. Yee,

I am a concerned citizen and property owner on Castle Drive, and I object to the proposed housing development of twenty nine (29) family houses on the steep down slope of Castle Drive. We have studied the Environmental Impact Report, and would like to express our concerns regarding the following issues discussed in the report:

1. Safety: Castle Drive is a narrow, winding, steep road and has poor lighting. During rainy and foggy nights the road is extremely hazardous. The Impact report states that the eucalyptus trees show signs of being hit by cars. Building eighteen houses along this road will increase traffic congestion and could lead to serious problems and increased accidents. To prevent this congestion, the proposed houses should have their driveways onto Cypressvale Lane rather than Castle Drive. If the development is approved there should be some provision made for visitors cars. Posting the area with signs prohibiting is not enough, because it will not be enforced (note Mountaingate Way), when then there is only one police car for all of Montclair.
The left hand turn onto Ascot from Mountaingate Way is hazardous at best, with the increased traffic congestion, the intersection could be the scene of many serious accidents. During school days that narrow area is congested with houses, parent's cars, and children. A traffic control light is essential to protect the residents and children at this intersection.
2. Ecology: We strongly oppose the removal of the beautiful row of eucalyptus trees along Castle Drive. The destruction of all 116 eucalyptus trees would be a crime against nature. Note how the developer of 5757 Castle Drive built that home without radically disturbing the environment. We believe the proposed plan will destroy the appearance of the area; the lots are too small to be appropriate, and the quality of the houses will not be comparable to the surrounding homes.

Sincerely,

Glenn Gordon Hyman

B. Ruth Weisner
75 Weybridge Courtt
Oakland, California 94611

May 23, 1979

Oakland City Planning Commission
6th Floor, City Hall
1421 Washington Street
Oakland, California 94612

CITY PLANNING COMMISSION
ZONING DIVISION

Gentlemen: Subject: Park Properties, File ER 789106

I have been informed that a housing project has been proposed to consist of 29 single family dwellings on 11.2 acres located on and in the steep sided canyon on the down slope side of Castle Drive.

The project name is Park Properties Residential Subdivision and is under file # ER 78-106 in your office. I have studied the Environmental Impact Report, and I want to go on record that I thoroughly disapprove of the project.

I object to the entire project and request that the canyon be preserved for a Park, and that no developers be permitted to build on these 11.2 acres. Here are my reasons:

- 1) The proposed plan would create intolerable traffic congestion, destroy the appearance of the area, create a substantial safety hazard in the area, for drivers and pedestrians, and most particularly to the children of Montara Jr. High and J. Miller Elementary Schools, located two blocks below subject site.
- 2) At a time when the entire nation is seriously concerned with the preservation of our natural environment-- forests, canyons, old trees, greenbelts, open space-- it is incredible that the Oakland Planning Commission would approve of a plan designed to rob this city of its few remaining natural areas. The old trees, now majestically lining Castle Drive, will be endangered, shrubs, trees and wild life below Castle destroyed, depriving residents and tourists, depriving the city of Oakland as a whole, of beauty, freshness, and health-- and for what purpose? To enrich a developer, a subdivider, "Park Properties," who has seen fit to cut this area into 29 slices for 29 customers at a handsome profit.

Now more than ever before, it is the duty of the City Planners to protect the community from such private schemes by preserving open space as rare and precious as this site. It should be condemned for any and all development, and saved as Park land, not Park Properties; Public Park Land, to be free and enjoyed by everyone.

I strongly urge the Commission to deny subject proposal.

Sincerely,
B. Ruth Weisner
B. Ruth Weisner
Oakland citizen since 1940

May 20, 1972

1. I believe you are in the
Inland City Planning Commission
1000000 City Hall
2000000 City Hall
Inland, Calif. 91702

RECEIVED

MAY 20 1972

CITY PLANNING COMMISSION
ZONING DIVISION

Dear Mr. [unclear]:

I am a concerned citizen and have
been a resident of the property owned by
[unclear] Dr. [unclear] over a 7 year period. I am very
much against the project of 29 single
family homes on [unclear] Dr. I feel your
EIR is inadequate.

By removing the street, I can't help
but know the problem these homes would
create as far as drainage, ecologically speaking,
and safety wise.

Your EIR does not solve these problems.
Perhaps you can come up with some
better answer. I don't feel you are
with your present 29 home project.

Sincerely,

Bertha Tokowicz
6319 Oak [unclear]

IRA J. COLEMAN, C.M.C.
MANAGEMENT CONSULTANT
2401 MERCED STREET
SAN LEANDRO, CALIFORNIA 94577
(415) 357-1665

May 21, 1979

Mr. Willie Yee, Jr., Assistant Planner
Oakland City Planning Commission
6th Floor, City Hall
1421 Washington Street
Oakland, California 94612

Dear Mr. Yee:

As concerned citizens and property owners on Castle Drive, we want to protest against the proposed housing project of twenty-nine single family homes on the very steep down-slope of Castle Drive. We have read the Environmental Impact Report and consider it both inadequate and inaccurate for the following reasons:

1. Density: Most communities limit the density of building in proportion to the degree of slope. Oakland does not - a most unfortunate circumstance. This enables developers to build single family homes on the minimum 5,000 square foot lots when actually only 2,000 square feet are usable.
2. Safety: We feel that 18 new entrances on Castle Drive are a definite traffic hazard, especially when one considers the amount of fog present morning and night.

No provision has been made for the parking of visitors' cars. If they are left on Castle Drive, a twenty-four foot road (which is less than that in several areas), the traffic hazard will be increased.

According to the figures in the E.I.R., these proposed houses would increase traffic almost 100% on a very narrow road which is hardly equipped to handle present traffic. The problem at peak school hours is now very difficult and will certainly be exacerbated by the addition of 29 new homes.

3. Drainage: The accumulation of water from 29 roofs, streets and roadways will greatly add to the drainage problem. In 1962 we witnessed the flooding at the bottom of the canyon on Mastlands Drive. We have photographs to verify the damage that was sustained. There are gullies just off Castle Drive that are now 8 to 10 feet wide. With the removal of trees and vegetation and the greatly increased run-off, the drainage problem will be enormous and no provision has been made for the additional flow of water. At one time

in the 1920's the bottom of the canyon was a lake. The maximum possible rainfall and the new accumulation of water from roofs and driveways must be more adequately planned for - particularly in view of the impermeability of the soil.

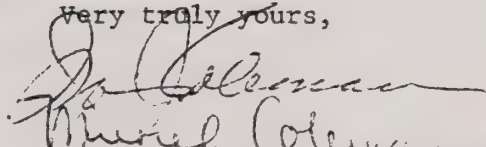
4. Schools: Our schools in this area are already overcrowded and the addition of 29 new homes aggravates the situation. We cannot accept the unrealistic E.I.R. estimate of one student per household. Moreover, no consideration has been given to the safety of children walking down a steep, narrow road which will have an almost 100% traffic increase.
5. Ecology: The beauty of Castle Drive has been principally characterized by the presence of the stately eucalyptus trees which by now are historic in the eyes of the present residents. The people of this area would deeply resent their removal should it be necessary for this development. The eucalyptus trees are cited in the E.I.R. as a hazard due to suckers. In over 30 years of residence on the hill we have never known of an accident caused by the trees. On the contrary, we have known of several accidents in which the trees have prevented cars from going over the bank and down the precipitous slope of the canyon.

The E.I.R. indicates that the developer will not materially disturb the natural vegetation of the site. We submit that to achieve this is impossible in view of the density of 29 houses on relatively small lots. The E.I.R. is merely mouthing goals that cannot be approached. Additionally, the natural animal habitat will be disturbed by the increased population and the rural character of this area will be greatly diminished, if not entirely lost.

As per our conversation, Mr. Yee, you promised to answer any objections I raised to the E.I.R. It is not our desire to stop progress, but it is our desire to (1) achieve a reasonable density, (2) insure safety, (3) avoid bad traffic patterns, (4) prevent floods due to the failure of the land to accept increased run-off, (5) prevent overcrowding of schools, (6) prevent the despoiling of the natural habitat.

We await your prompt reply.

Very truly yours,


Ira J. Coleman
Muriel Coleman

RECEIVED

LUTHER N. JOHNSON
2698 MOUNTAINGATE WAY
OAKLAND, CALIFORNIA 94611

MAY 24 1979

May 19, 1979 CITY PLANNING COMMISSION
ZONING DIVISION

Oakland Planning Commission and all
interested Oakland City officials:
Gentlemen,

As residents of 2698 Mountaingate
at the very foot of Castle Drive, we are being
disturbed about the proposed housing
project to consist of 29 housing units
located on and down in the steep side
of Castle drive.

We object to this and request the Canyon
be condemned for housing or even a Park.
Access off Castle would be a highly
dangerous idea, Neither Castle Mountaingate
Ranch or Mastlunde is suited to
increased traffic resulting from this
size multiple development.

Traffic here is too dangerous as it now
is, speed and noise is unbearable.

Vehicles going wide open at top speed
both up and down the hill, many
times out of control and spinning around.
We ~~have~~ even had our mail box knocked
down - Trucks are no speed or noise
exception. We are nearly eighty years old
and afraid to venture outside.

LUTHER N. JOHNSON
2698 MOUNTAINGATE WAY
OAKLAND, CALIFORNIA 94611

If suggestions are in order may we offer a few; They are at least worthy of your attention and investigation.

First the 20 M.P.H. Signs seem to mean

- ① 55 M.P.H. it would be helpful if they were properly located -

- A berm across the road in a few places such as on some streets in the Hublin Area would be helpful. It should also be brought to your attention the danger of Cars parked on Mountaingate. A painted stripe on both sides would prevent on street parking.

- ③ There are no sidewalks so this presents a safety hazard for traffic and more so for Children walking to Montara High and Jacques Miller Elementary Schools

- ④ Then too may we comment on the hazardous egress to a scot drive from Mountaingate, brush on either side makes for a blind entrance.

Even though the brush is cleared a street light or ^{4 way} stop signal would be much in order.

Your Consideration will save lives and make living more pleasant

Thank You
Luther and Estelle Johnson

Oakland City Planning Commission
City Hall, Oakland, CA. 94612

RECEIVED

MAY 24 1970

As a resident of the area using ~~Cattle Drive~~ ^{CITY PLANNING COMMISSION} ^{ZONING DIVISION},
I recently became aware of the proposed ~~lot~~ ^{construction sites} of Park Properties Residential Subdivision
under the file #ER 78-106 of the Planning Commission and
I have some comments on the project.

Have you ever traveled up or down Cattle Drive in
this area? The road is narrow and steep and I can foresee
many problems with driveways entering the road. There is no
room for parking. The Eucalyptus trees lining the edge
of the canyon give one a small security from the steep
drop-off. If any of this vegetation should be removed I
am afraid it will cause slides of the earth and then
the road.

I always believed this canyon was part of the park
and should remain as such. However if this site is to be built upon
I feel all ingress and egress should be from the proposed
road at the bottom of the canyon, Cypressvale Lane. Because of the
small size of some of the proposed lots, the population density would
create hazards for drivers and children who traverse Cattle Dr.
to and from Joaquin Miller elementary and Montara Jr high schools.

The proposed plan would create traffic congestion
and destroy the natural beauty of the area.

Sincerely,

Charlotte Schneider

11 Osborne Ct. Oakland, CA. 94611

Nat and Edie Argento
6201 Castle Drive
Oakland, California 94611
May 18, 1979

RECEIVED
MAY 21 1979
CITY PLANNING COMMISSION
ZONING DIVISION

Mr. Willie Yee, Jr.
Assistant Planner
Oakland City Planning Commission
1421 Washington Street, 6th floor
Oakland, California 94612

Dear Mr. Yee:

We would like to state our objections to the EIR on the Park Property Subdivision.

The estimated traffic on Castle Drive is inaccurate, too low, especially when young drivers are not in school (evenings, weekends, vacation). In addition, the peak a.m. and p.m. traffic hours are already unbearable at times with buses all over the place, cars entering Ascot Drive from school driveways and several streets that intersect in the same area. Cars parked on the narrow streets prevent movement around congestion. Police patrols are needed for more serious problems elsewhere. If the City doesn't see a need for a traffic control light now, it will surely need it after adding 29 more homes with only one exit.

There presently is no bus service up Castle Drive. Children walk home on the edge of the street. If 18 more homes are to be built on Castle Drive, the street would have to be widened and sidewalks would have to be put in for pedestrian safety. Widening would also be necessary to prevent serious consequences in the event of fires along Castle Drive or in the canyon.

In addition to the traffic safety, we see another "Malibu" in the making here. Professional opinion on the effects of disturbing existing soil retention and water runoff should be sought and published. If trees are removed, would Castle Drive drop off into the canyon? Would homes from above slide to the bottom of the canyon? Would homes below be inundated with "new" runoff flow as the natural ones are altered?

We propose delay on any action until this is done.

And lastly, a major catastrophe could come if Shell Oil wins its pipeline case on Castle Drive after the subdivision did its damage.

Sincerely,

Nat and Edie Argento

Nat Argento

NA:EA/sue

RECEIVED
MAY 21 1979
CITY PLANNING COMMISSION
ZONING DIVISION

5958 Castle Drive
Oakland, CA 94611

May 21, 1979

Oakland City Planning Commission
6th Floor, City Hall
1421 Washington Street
Oakland, California

Attn: Mr. Willie Yee, Jr.,
Assistant Planner

Subject: PARK PROPERTIES RESIDENTIAL SUBDIVISION
File No. ER 78-106

Dear Mr. Yee:

Enclosed is a copy of the Assessor's Map 48D, pursuant to our telephone conversation of Friday, May 18, 1979.

Please note that the contour of the street layout does not correlate with the site plan presented by the Enviromental Impact Planning Corp. Their site plan is inaccurate and very misleading. Their whole report speaks in generalities and not in specifics and gives the impression of a jerry rigged project to be carried out step by step.

I feel sure, that with proper planning, this project could be carried out to preserve the natural and architectural aesthetics, instead of becoming a sterile blight upon this beautiful community.

Yours for a more beautiful Oakland.

Sincerely,

Vincent P. Vanier

Vincent P. Vanier

Enclosed map
cc to Piedmont Pines Club

Judith A. Lee
2275 Mastlands Dr.
Oakland, CA 94611

Dear Planning Commission,

I am a resident of the Piedmont Pines area and wish to comment on the proposed Park Properties Residential Sub-division (#ER 78-106).

During the past four years our area has had at least one construction project going at all times. The building of one house at a time has created noise and traffic problems that at times have been near unbearable. To even propose building 29 homes at one time is ludicrous. Where will the debris from such a project be hauled and what route will be used to get it there? Our street (Mastlands Dr.) is barely wide enough for two cars to pass each other safely in most spots. Large dirt hauling trucks create a safety hazard for those of us who must use this street for access to our homes.

Twenty nine homes in the area proposed will put a huge traffic burden on the surrounding streets. If each home carries 2 cars, then 58 cars will be using our street as a thoroughfare creating a pollution problem in the form of noise and exhaust.

With a school located nearby, one must also think of increased hazards to those children in the area who walk to school, that will be created by the large increase in the number of cars that will be going by that area.

It seems that a great many more considerations must be made before any such project is undertaken. The residents of this area bought homes here to get away from the "housing track" atmosphere that such a project will ultimately create.

Lastly, a consideration must be made for the wildlife occupation in this area. We enjoy a small population of deer, raccoons and multiple varieties of birds, including ground dwelling quail. Where will they go when the can-

yon is disrupted?

Your consideration of all of the mentioned items is desperately needed. I am sure that if public opinion were a consideration in this matter that you would find the inhabitants of this community very much against the proposed building project.

Sincerely,

Judith A. Lee

Willie

Oakland City Planning Commission
6th Floor, City Hall
1421 Washington St.
Oakland, Ca 94612

May 22 1978

Re: Park Properties Residential
Subdivision, #ER 78-106

As residents of the area that will be directly
and in our opinion disastrously affected
by the construction of the Park Properties
Residential Subdivision, #ER 78-106 on Castle
Drive, Oakland, we strongly object to
the proposed project. The additional traffic
on Castle Drive will make an already hazardous
situation quite impossible (narrow, winding,
steep street, no sidewalks and children going
and returning to the two schools on the bottom
of the hill on Ascot.

Sincerely
David and Willie
Shumick

David K. Shumick
5610 Castle Drive
Oakland, Ca 94611

TO: Oakland City Planning Commission
6th Floor, City Hall
1421 Washington Street
Oakland, Ca. 94612

5/22/79

FROM: Russell & Ann Silver
5757 Castle Drive
Oakland, Ca. 94611

Dear Planning Commission Members;

I've recently learned that a company called Park Properties, or shall we call it a sponsor, is planning to develop an 11.2 acre parcel of land which is within 90 feet of my property. This property is located on and in the steep sided canyon on the down slope side of Castle Drive. I have several objections to the development but one which is uppermost in my mind. I also have an objection with regards to the way in which this development, which apparently has been in the planning stages for over a year, was kept secret from me when we purchased our house on January 15th., of this year.

First let me discuss my most serious objection to this development. I've conducted a survey of the lots on pages #7258, 7209 and 7268 (see attached) which are in close proximity to the proposed development. Of those 44 lots surveyed, 33 had frontal footage of 75 feet or more, most of those being over 80 feet. Furthermore, only 2 of the lots fronting on Castle are less than 80 feet, both of these were approved through an 80 foot lot split back in the days when the Planning Commission or another group in charge was run by a bunch of idiots. My point in getting involved in discussing frontal feet, particularly in surveying the closest lots to show that 75% are over 75 feet in the front, is that the planned development proposes to have almost all of the lots fronting on Castle at around 65 to 75 foot frontage. Obviously, such close proximity of housing is not contiguous with the surrounding lots. Since this planned subdivision can be thoughtfully planned by all of those involved, I propose that no lot fronting on Castle be less than 85 to 90 feet, which, I believe, is in conformity with the surrounding lots. In this way the wood like atmosphere can continue due to the increased side yard areas.

I have other objections with regard to the elimination of

the deer crossing from J. Miller park into the development area. This deer crossing will be eliminated when the development is put in. Possibly a deer crossing corridor can help to keep us, to a small extent, in balance with nature.

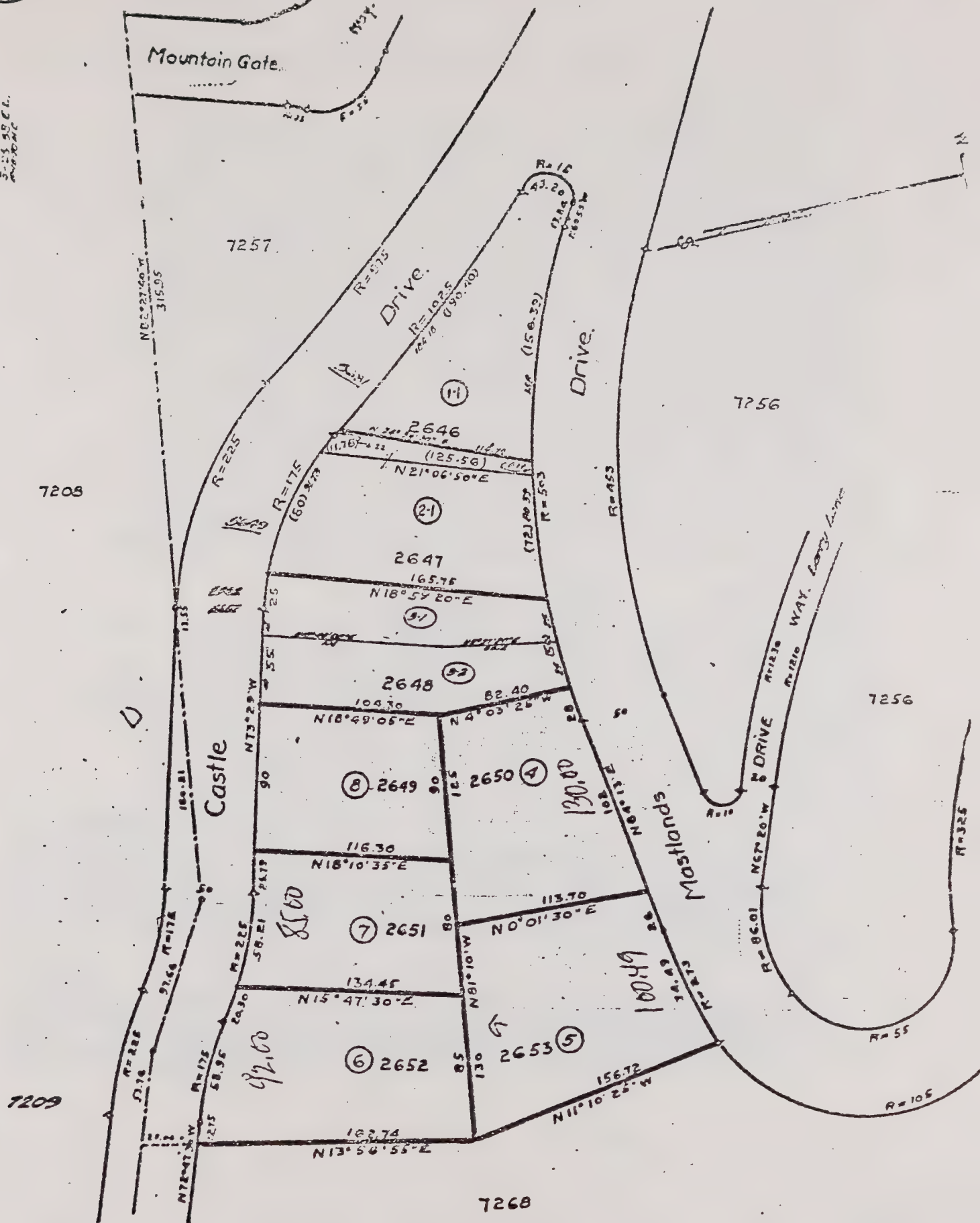
My second major objection was that neither the city nor the seller were required to notify us, when we purchased our home. Despite the fact that we were only 90 feet from the proposed development, we did not know what was going on. This information should have been provided to us prior to closing.

With Respect,

A handwritten signature in cursive script, appearing to read "Russell E. Silver".

Russell E. Silver
(for Ann J. Silver)

Rev. 10-29-57 F.W.
5-23 39 C.L.
AWD:JMC



ASSESSOR'S MAP 48D

Code Area Nos. 17-001

7209

RANCHO SAN ANTONIO (A.M. Peralta et al.) (Bk. A Pat. Pg. 629)
TRACT 1799 (Bk. 38 Pg. 26)
TRACT 1800 (Bk. 38 Pg. 27)

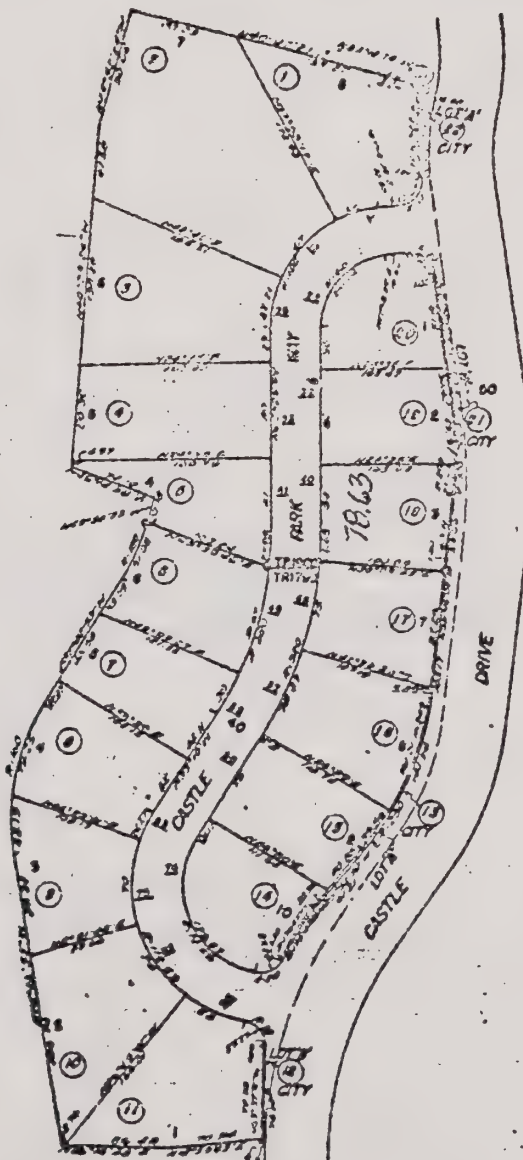
Scale 1" = 100'

7256

File 22 7209 P. 103
D. 6-24-57 R.M.
Corrected: 5-10-73 PC

7208

7268



Sec. 60453 & E 98498 1st 52 Cor.
Lot 1467 of Smith Reserve

Sec. 70994 & E 404311 1st 52 Cor.
Lot 1467 of Smith Reserve

S 15° 47' 20" W 62.36

7268

Fuga 2.

Received 7-21-52 ELS
by 5-3-52 12-1-52

SMITH RESERVE HIGHLANDS (BX 10 Fy 02/03)

FEDMONT PINES (OK. 14 Fy) 40-43)

PM.2275 (5K.101Pg.12)

Scale 1"=100'

Code Area Nos. J7-004





Pacific Telephone

2150 Webster Street, Room 640
Oakland, California 94612

Engineering Department

Oakland, May 16, 1979

Oakland City Planning Department
City Hall
Oakland, CA 94612



Gentlemen:

Re: 40 acres located between Grand View Dr. & Devon Way

This is to inform you that under it's present plans, the Pacific Telephone Company expects to be in a position to provide telephone service to applicants in the above subdivision upon request in accordance with requirements of and at rates and charges specified in it's tariff on file with the California Public Utilities Commission.

Very truly yours,

S. E. Jordan, Engineering Manager
2150 Webster St., Rm. 640
Oakland, CA. 94612

RECEIVED

MAY 21 1979

Donald R. Poulton
6131 Castle Drive
Oakland, Ca.
May 16, 1979

Willie Yee, Jr. CITY PLANNING COMMISSION
Assistant Planner, ZONING DIVISION
6th Floor
City Hall
1421 Washington St.
Oakland, Ca. 94612.

Re: File # ER 78-106
Ref. # Tract 4084

Dear Mr. Yee,

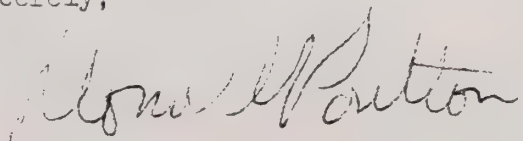
I read with interest the Environmental Impact Report by Park Properties for their development on Castle Drive. It appears to be factual in most of the presentation, but the greatest issue is clearly the 116 eucalyptus lining Castle Drive.

Most of us who live in this area place great value on the large trees which provide so much of our environment. Whether they are redwoods, pines, cedar or eucalyptus, they give our part of Oakland much of its character, and their value is beyond mere dollars. Whether one type of tree is better than another is largely a question of esthetic judgement and emotion. It is probably true that most people now would put top priority on the giant redwoods which were stripped from the hills long ago, but that decision is not before us now.

The question seems to be 29 houses or 116 trees. The statement in the E.I.R. by George Hood, identified as a tree expert who lives a long way from Oakland, that the "removal of these trees will serve the interests of the City of Oakland" is an insult to those of us who enjoy the atmosphere these trees create. These trees would benefit from proper trimming and maintenance. The giant eucalyptus in Golden Gate Park are a beautiful example of how this can be done.

I would be in favour of a much smaller number of houses, preserving nearly all of the trees as was done by the builder of the new house just below the proposed development. We are not saying that we are unwilling to share this pleasant part of the east bay with any new residents, but that they should be permitted to enjoy it at its best. If the hills must be stripped and covered with concrete, the reason for being here is already lost.

Sincerely,



Donald R. Poulton.

Oakland City Planning Commission
1421 Washington St.
Oakland, Ca. 94612

OAKLAND CITY PLANNING COMMISSION
RECEIVED
MAY 10 1979

Subject: ER-78-106; Tract 4084; Park Properties Residential Subdivision

Gentlemen:

My family and I are not only opposed to the subdivision development; we are appalled. There is every reason for not granting the subdivision permit for the Castle Drive properties.

Castle Drive itself is one good reason. It is a narrow, winding road with a very steep slope, a sheer rock wall on one side that frequently has small slides in wet weather and a sheer drop into the canyon on the other side. School children, including my son, have to walk Castle Drive because there is little or no public transit. The EIR does not mention any of these factors. The trees now act as an effective barrier to keep cars on the roadway.

The EIR mentions that this is one of the last building sites left in Oakland. What better reason is needed for preserving it as open space? There are already far too many spaces where one house sits shoulder to shoulder with the next. There is no need to turn Castle Drive into "Los Angeles North".

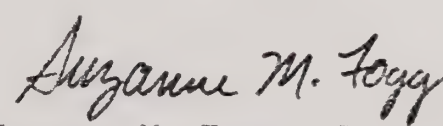
Please give that self-serving EIR the weight it deserves, which is none whatsoever. Not only is it self-serving, it ignores important factors, and in many places, it is simply wrong. The slide danger is apparent from observing the slides regularly occurring now on Castle Drive. The EIR in commenting on the effect on the wildlife (the comment is that they can go live in Redwood Park when they are entirely displaced by this subdivision) doesn't even realize that the deer are blacktails - Mule deer are creatures of the high Sierra. If the drafters of the EIR are equally incorrect about the soil stability, we are all likely to slide down to the Warren Freeway (aka the Hayward Fault) after the natural stability has been destroyed by this subdivision.


We urge you to disapprove this subdivision permit request.

Yours truly,

The Fogg Family
6260 Castle Dr.
Oakland, Ca. 94611


John M. Fogg


Suzanne M. Fogg


Johnny Fogg
(age: 10)

May 25, 1978

Oakland City Planning Commission
6th Floor, City Hall
1421 Washington Street
Oakland, Calif. 94612

Dear Sirs,

We the undersigned residents of all the streets contiguous to the proposed development, believe the project titled Park Properties Residential Subdivision under file # ER 78-106 (20 single family dwellings on 11.2 acres), which is located in a steep sided canyon on the down slope of Castle Drive, is detrimental to the area for a variety of reasons:

The following is a preliminary list of concerns regarding the proposed project:

1. Safety:

- a) As the neighborhood streets are narrow and devoid of sidewalks, the safety of children walking to school via Castle Drive, Larry, Mountaineer or Mountaineer is continuously threatened. The city should constantly strive to ensure the safety of these children. Approval of this project would be contrary to that objective.
- b) The road is not well lighted and driving on rainy or foggy nights is extremely hazardous. In fact, the Impact Report states that many of the large eucalyptus trees showed signs of being hit by cars or trucks. What wasn't stated, was the fact, that these trees probably saved lives by preventing some of the vehicles from plunging down the steep canyon. The proposed project plans to remove these trees, and therefore remove an important safety barrier for all who travel this winding and narrow road.
- c) The Impact Report claims that the added traffic which results from the project would cause no traffic problems. It must be presumed that observations were made on weekdays between the hours of 8:30a.m. and 4:00p.m., because before and after these hours, and on weekends, the large number of cars parked along Mountaineer Way would have been readily apparent. This "on the road" parking makes the street almost a one lane road. In addition, there is the problem of cars backing out of carports onto this hazardous stretch of road. It will be even more dangerous on Castle Drive if the proposed houses are built, because it is a steep road with many more blind corners.

- page 2
- d) Castle Drive is a major artery with many roads that feed into it, along with traffic going to and from the park. A large number of drivers speed down the narrow winding stretch of Castle Drive, and there are accidents on record.
 - e) Another driving hazard is making a left hand turn from Mountaingate Way onto Ascot during the peak traffic hours. It is like Russian Roulette, because it is almost a blind turn due to both a curve and hill on Ascot. By adding more traffic to this street, it will increase the possibility of serious accidents. If the development goes through, then the city should at least install an automatic traffic light control at the junction of Mountaingate Way and Ascot for the safety of the residents, and the school children who attend the two schools that are adjacent to the intersection.

2. Building Site:

The canyon should be turned into a park. However, in the event the project proceeds, we strongly urge that the following factors be provided for:

- a) In the 1920-1930's there was a small reservoir at the bottom of the canyon, and all the land had been set aside for a watershed. In the 1940's, the plan for the reservoir was abandoned, and the dirt dam was removed. However, a couple of homes that were built on Mastlands Drive were flooded in 1962 due to the poor drainage. By developing the site, the drainage problems will be magnified. The developers should obtain and publish professional opinions as to the increased runoff, and make adequate provisions for it.
- b) Our concerns also focus on the quality of the houses to be built in the proposed development. If new houses are not of the same quality as the homes in the immediate surroundings, then the development will in turn lower the property values of our homes. We believe that by the time the developer spends the money for cutting down the trees, widening the road, putting in pilings and superstructure, that there will not be much left over from the \$125,000 selling price to complete the living areas. The replacement cost for the living area alone should be \$50.00 per square foot based on the 1972 price, and the houses should be at least 2,000 square feet. The developer estimates that the houses would cost from \$125,000-180,000 (a range of 44%). The developer could build one house at 180,000

and the rest at \$125,000 and be within his estimate. He should state what the price will be for each of the 29 houses.

- c) The frontage on the lots should be no less than 100 feet and no lot should be smaller than 4/10 of an acre.

3. Ecology:

- a) We oppose cutting down the 116 eucalyptus trees which would deprive the area of their grace and beauty. These majestic giants bordering Castle Drive are approximately 70 years old, and measure from 60 to over 100 feet tall, many are 30 inches wide. These trees could have been planted by Joaquin Miller himself. The eucalyptus needs careful nursing while the tree is in its infancy in order to bring it to such a size that it can withstand the environment. These young saplings were individually watered during their first years of growth. Due to this care, practically the entire planting survived to form a magnificent row of trees.

The eucalyptus has been criticized for its many drawbacks, and to a large extent rightfully so. It is also not a native tree to this area. However, it is still part of the history of Oakland, since these trees were shipped from Australia to reforest the hills after the vast redwood groves were cut down to help rebuild San Francisco after the disastrous earthquake and fire of 1906. Before condemning these trees, the members of the planning commission should drive along Castle Drive and view this magnificent row of eucalyptus.

Eucalyptus are being cut down all over the hills. There would not be a more fitting monument to them, then to let this stately row of majestic trees live.

- b) We are concerned for other wildlife in the canyon area.

4. Miscellaneous Factors:

- a) Environmental Impact Report estimated one student per household. This impact estimate on the school system is too low.
- b) The more houses, the greater the fire risk. Further, we question the extent to which emergency vehicles can serve the proposed development, and how the increased traffic and parking will impact on nearby access to existing homes.

- c) Report states. "Future homeowners should not remove vegetation" (pg. 20). What guarantees exist that prohibit an owner from doing whatever he wishes once he owns the lot?
- d) Destroy the woodsy setting of the area, and therefore the general appearance of the neighborhood.

James L. Miller 5940 Castle Drive
Carl W. Mills 5940 Castle Drive
James L. Miller 5940 Castle Drive
James L. Miller 5940 Castle Drive

James L. Miller 5940 Castle Drive
James L. Miller 5940 Castle Drive
James L. Miller 5940 Castle Drive

James L. Miller 5940 Castle Drive
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James L. Miller 5940 Castle Drive
James L. Miller 5940 Castle Drive

1910
H. G. ... 1910 ...
... ..

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... .. - 10

... .. - 3

... .. 3036 Hollywood Dr. ...
... .. 3031 Hollywood Dr. ...

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... .. 3011 Hollywood Dr.
... .. 3007 Hollywood Dr.

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Stephen J. Stash
Mary B. Stash
Bill
Mary B. Stash
Sprint Stash
Robert Stash

~~William J. Stash~~

Walter Stash
Thomas B. Stash

Tom Stash

Young Stash

Ellen H. Stash

Donald P. Stash

Jeff P. Stash

Anna Stash

Anna Stash

Shirley Stash

2648 Mountaingate Way
2648 Mountaingate Way
2630 Mountaingate Way
2630 Mountaingate Way
2618 Mountaingate Way
2618 Mountaingate Way

2609 MOUNTAINGATE WAY

2609 Mountaingate Way
2660 LAS AROMAS Mountaingate
(2660 Mountaingate)

2630 Mountaingate Way

2630 Mountaingate

2673 Mountaingate Way

2673 Mountaingate Way

2673 Mountaingate Way

2650 Mountaingate Way

2654 Mountaingate Way

2747 Mountaingate Way

Leon Kaufman MD

D. Mark Kroe

Imris Inn

Edward L. Elin

Gerald Heismüller

Margaret Heismüller

Josephine McCordochie

Bob McCordochie

2679 Mountaingate Way

2679 Mountaingate Way

2677 Mountaingate Way

2690 Mountaingate Way

2692 Mountaingate

2692 Mountaingate Way

2693 Mountaingate Way

2693 Mountaingate Way

Armand

Stanley P. Libert

Edith L. Liberty

Luther Johnson

2701 Mountaingate Way

2733 Mountaingate Way

2725 Mountaingate

2698 Mountaingate

Wanda J. Johnson	6301 Castle Dr.
Edith Johnson	6301
Miriam Coleman	6301 Castle Dr.
Henry G. Johnson	6319 Castle Dr.
Bernice Johnson	6319 Castle Dr.
John G. Johnson	6255 Castle Dr.
Joseph B. Boring	Castle Dr.
Harold G. Boring	Castle Dr.
Lily G. Tuttle	Castle Dr.
Charles Jane Tuttle	Castle Dr.
Robert G. Boring	6255 Castle Dr.
Edward C. Boring	6324 Castle Dr.
V. Parkinson	6757 Castle Dr.
Virginia E. Bowman	6383 Castle Dr.
John	6383 Castle Dr.
Al R. Franklin	6401 Castle Dr.
Jean Lambertson	6401 Castle Dr.
Mildred Ross	6435 CASTLE DR.
Richard Young	6401 Castle Dr.
Emmeline C. Young	6441 Castle Dr.
Juki Boring	6535 Castle Dr.
Marion Boring	6535 Castle Dr.
James Boring	6535 CASTLE DRIVE

Mrs. Milton J. Carlson 5657 Castle Series Oakland, CA 94611
(MILTON J. CARLSON)

Barbara J. Carlson 5657 Castle Dr. Oakland CA 94611

Kenneth Carlson 5657 CASTLE DR OAKLAND CA 94611

Nancy Davis 5653 Castle Dr. Oakland, CA 94611

Norothy Davis 5653 Castle Dr Oakland, CA 94611

John M. Davis 5653 Castle Dr Oakland, CA 94611

Regina M. Davis 5631 Castle Dr Oakland CA 94611

Rachel M. Davis 5631 Castle Dr Oak 94611

Paul J. Wood 540 Castle P. Oak. 94611

Fernell M. Wood 5649 Castle Drive Oakland CA 94611

Will E. Zih 5757 Castle Dr. Oak. 94611

Ann E. Zih 5757 Castle Drive Oakland 94611

John D. Davidson 5601 Castle Drive Oakland 94611

John R. McCabe 2710 Mountain Gate Way Oakland 94611

John R. McCabe 2710 Mountain Gate Way Oakland 94611

Nuhair Tashjian
5 Cornwall Ct
Oakland

Julio J. G. } 15 Cornwall Ct
Suzzy Delgado } Oakland

Elaine N. Markowitz 19 Cornwall Ct.
Oakland, Ca. 94611

Stephen Markowitz 19 Cornwall Ct
Oakland

Susan Adams 18 Cornwall Ct

Frances Trust 18 CORNWALL CT

Tom Kelly 18 Cornwall Ct

Brandon Leach 18 Cornwall Ct

Walter H. Byron J. 14 Cornwall Ct

Yvonne Byron 14 Cornwall Ct

Walter & Theresa 6121 Castle Dr. 94011

Synaga Nat. Forest 6001 Castle Dr. 94011

Edith Wagon

Betty Wickham - 1 Weybridge Ct. 94011

John Wickham

Walter Smith

9 Weybridge Ct. 94011

Betty Johnson

23 Weybridge Ct. 94011

Ann Huntington

35 Weybridge Ct. 94011

Paul S. Huntington

35 Weybridge Ct. 94011

Eugene B. Shoen

56 Weybridge Ct. 94011

Marion M. Taylor

68 Weybridge Ct. 94011

Freddie Taylor

68 Weybridge Ct. 94011

B. Ruth Weisner

75 Weybridge Ct. 94011

L. C. Wagon

51 Weybridge Ct. 94011

John Wagon

6153 Cassin Dr. 94011

Janet E. Robert

6123 Castle Dr. 94011

Edmond Wagon

Virginia Wagon

6123 Castle Dr. 94011

Ed. Schulte, M.D.
Capt. David

2701 Las Aromas
Oakland, Ca 94611

B.L. Koplevitz
Wm. H. Scantlebury
planting the young library
Richard A. Baronian

2690 LAS AROMAS
2675 Las Aromas
2675 Las Aromas

Beverly Thorne
Jabel Baronian

2700 Las Aromas
2687 LAS AROMA.

Jane Bonnet
John N. Brown

2700 Las Aromas
2669 Las Aromas

Barry Cantor

2700 LAS AROMAS
2706 Las Aromas

Edward - 11/6/68

2727 Las Aromas.

Harry W. Ritchie

2733 Las Aromas

John F. Stelchi

2733 Las Aromas

Burns & Grandt

2709 Las Aromas

Ann Bonnett

2669 Las Aromas

Joanne Eagan

2693 Las Aromas

Clark Reed

2660 Las Aromas

Ann M. Page

2693 LAS AROMAS

Charles L. Fraser

2674 Las Aromas

Charles L. Fraser

2674 Las Aromas

Ronald E. Fraser

2674 Las Aromas

Arnold L. Voss

2681 Las Aromas

Carolyn O. Voss

2681 Las Aromas

Carolyn Sabache

2690 - Las Aromas
2690 Las Aromas

22
Miss A. D. D. D.

Heber M. D.

George J. D.

on 10/10/10

Mary Anderson

John F. D.

Walter H. D.

Samuel Turner

Miss G. D.

North Star Nat.

Samuel J. D.

Bernice Wright

Robert A. Brewer

Nancy N. Brewer

Miss D. D.

Alma R. D.

Virginia C. Schreter

1917

35 South Park Way

45 Castle Park Way

45 South Park Way

100 E. 10th St.

60 Cass St.

62 South Park Way

52 S. 10th St.

40 South Park Way

40 S. 10th St.

32 South Park Way

32 Castle Park Way

32 Castle Park Way

16 Castle Park Way

15 Castle Park Way

25 Castle Park Way

41 Castle Park Way

41 Castle Park Way

Don. Carter

Wm. J. Jones

Charles H. Carter

Forrest H. Jones

Ellis Hill

William J. Jones

James H. Jones

John S. Milton

John T. Johnson

Fred S. Williams

Wm. J. Jones

41 Castle Park Way

33 Castle Park Way

44 Castle Park Way

48 Castle Park Way

75 Castle Park Way

35 Castle Park Way

33 Castle Park Way

63 Castle Park Way

55 Castle Park Way

Memoranda

22.2.51

Ernest B. Herick
Cinder K. Herick
Gund E. Nelson
F. J. Kelly
Helen J. Kelly
C. E. Neely
Elizabeth R. Meyer
Cough Cohan
Dwayne Cohan
Kathleen L. Huemer
Tom Hovath
Joyce Hovath
Karen Hovath
Arba L. Hedges
Jean L. Labadie
Emile L. Labadie
Joan M. Wilson
Alan J. Wilson
Fennan C. Herrick
Rosa L. Herrick
Charlotte H. Daly
Joyce L. Powell
Thomas R. Powers
John E. Spett
Joellen Trappett
Edna S. McAnnet
Edna L. McAnnet
Michael J. Kelly
Michael J. Kelly
Michael J. Kelly

2121 MASTLANDS DR
2121 Mastlands Dr.
2135 Mastlands Dr.
2130 Mastlands Dr.
2130 Mastlands Dr.
2120 Mastlands
2130 Mastlands
2110 Mastlands
2110 Mastlands
2051 Mastlands
2037 Mastlands
2037 Mastlands Dr.
2037 Mastlands Dr.
2019 Mastlands Dr.
5605 Castle Dr.
5605 Castle Dr.
2159 Mastland dr.
2159 Mastland dr.
2160 Mastlands Dr.
2160 Mastlands Dr.
2250 Mastlands Dr.
2300 Mastlands Dr.
2300 Mastlands Dr.
50 Larry Lane (separate letter 30/1/51)
50 Larry Lane
62 LARRY LANE (SEPARATE LETTER)
62 Larry Lane (separate letter)
70 LARRY LANE, Broomfield
44 Larry Lane, Broomfield
44 Larry Lane, Broomfield
44 Larry Lane, Broomfield

Betty Ann Calkins
Elizabeth Calkins - Calkins
Elizabeth Calkins
Robert Calkins
Henry Jacob

10 Henry Calkins
" "
2106 Mastland Dr.
2106 Mastland Dr.
2059 Mastland Dr.

Name

Address

Stephen P. Kruger

33 Castle Lane

Harry A. Kruger

20 CASTLE LANE

Lula E. Kruger

20 Castle Lane

John A. Kruger

William W. Kruger

33 Castle Lane

Edgar A. Kruger

21 Castle Lane

Paul O. Kruger

21 Castle Lane

- 5/24 Gregg S. Lamm 6200 Chelton Dr.
5/24 June B. Lamm 6229 Melville Dr.
5/24 Charles W. Kuck 6085 Castle Drive
5/24 Bradford B. Kuck 6085 Castle Dr.
5/24 Barbara Kuck 6085 Castle Dr.
5/31 Alva Kuck 6085 Castle Dr.

250 signatures
on this petition

Oakland City Planning Commission
6th Floor, City Hall
1421 Washington Street
Oakland, Calif. 94612

RECEIVED NOV 21 1979

Dear Sirs,

We the undersigned believe the project titled Park Properties Residential Subdivision under file #ER 78-106 (29 single family dwelling on 11.2 acres), which is located in a steep sided canyon on the down slope of Castle Drive, is detrimental to the area for a variety of reasons:

The following is a list of concerns regarding the proposed project:

1. Safety:

- a) The road is not well lighted and driving on rainy or foggy nights is extremely hazardous. In fact, the Impact Report states that many of the large eucalyptus trees showed signs of being hit by cars or trucks. What wasn't stated, was the fact, that these trees probably saved lives by preventing some of the vehicles from plunging down the steep canyon. The proposed project plans to remove these trees, and therefore remove an important safety barrier for all who travel this winding and narrow road.
- b) The Impact Report claims that the added traffic, which results from the project would cause no traffic problems. It must be presumed that observations were made on weekdays between 8:30 a.m. and 4:00 p.m., because before and after these stated hours, and on weekends, the large number of cars parked along Mountaingate Way would have been readily apparent. This "on the road" parking makes the street almost a one way road. In addition, there is the problem of cars backing out of carports onto this hazardous stretch of road. It will be even more dangerous on Castle Drive, if all eighteen of the proposed houses were built, because it is a steep road with many more blind curves.
- c) A large number of young drivers speed along the narrow winding stretch of Castle Drive, and enjoy the squealing of tires as they maneuver the curves. By adding more houses along this road, the risk of serious accidents increases greatly, and would necessitate the city to increase the police control in the area.

- d) Another driving hazard is making a left hand turn from Mountainate Way onto Ascot during the peak traffic hours. It is like Russian Roulette, because it is almost a blind turn due to the hill on Ascot. By adding more traffic to this street, it will increase the possibility of serious accidents. If the development goes through as planned, then the city should at least install an automatic traffic light control at the junction of Mountainate Way and Ascot for the safety of the residents, and the school children who attend the two schools that are adjacent to the intersection.

2. Building Site:

- a) The canyon should be turned into a park.
- b) In the 1920-1930's there was a small reservoir at the bottom of the canyon, and all the land had been set aside for a watershed. In the 1940's, the plan for the reservoir was rescinded, and the dirt dam was removed. However, a couple of homes that were built on Mastlands Drive were flooded in 1962, due to the poor drainage. By developing the site, the drainage problems will be magnified. The developers should obtain and publish professional opinions as to the increase runoff, and make adequate provisions for it.
- c) Our concerns also focus on the quality of the houses to be built in the proposed development. We feel that if new houses are not of the same quality of the homes in the immediate surroundings, then the development will in turn lower the property values of our homes. We believe that by the time the developer spends the money for cutting down the trees, widening the road, putting in pilings and superstructure, that there will not be much left over from the \$125,000 selling price to complete the living areas. The replacement cost for the living area alone should be \$50.00 per square foot based on the 1979 price, and the houses should be at least 2,000 square feet. The developer estimated that the houses would cost from \$125,000 to 180,000 (a range of 44%). The developer could build one house at \$180,000, and the rest at \$125,000 and be within his estimate. He should state what the price will be for each of the 29 houses.
- d) The frontage on the lots should be no less than 100 feet, and no lot should be smaller than 4/10 of an acre.

3. Ecology:

- a) We oppose cutting down the 116 Eucalyptus trees which would deprive the area of their grace and beauty. These majestic giants bordering Castle Drive are approximately 70 years old, and measure from 60 to over 100 feet tall; many are 30 inches wide. These trees could have been planted by Joaquin Miller himself. The Eucalyptus needs careful nursing while the tree is in its infancy, in order to bring it to such a size that it can withstand the environment. These young saplings were individually watered during their first years of growth. Due to this care, practically the entire planting survived to form a magnificent row of trees.

The Eucalyptus has been criticized for its many drawbacks, and to a large extent rightfully so. It is also not a native tree of this area. However, it is still part of the history of Oakland, since these trees were shipped from Australia to reforest the hills after the vast redwood groves were cut down to help rebuild San Francisco after the disastrous earthquake and fire of 1906. Before condemning these trees, the members of the planning commission should drive along Castle Drive and view this magnificent row of Eucalyptus.

Eucalyptus are being cut down all over the hills. There would not be a more fitting monument to them, then to let this stately row of majestic trees live..

4. Miscellaneous Factors:

- a) Environmental Impact Report estimated one student per household. This impact estimate on the school system seems too low.
- b) The more houses , the greater the fire risk.
- c) Report states "Future homeowners should not remove vegetation"(pg.20). What guarantees exist that prohibit an owner from doing whatever he wishes once he owns the lot?
- d) Destroy the woodsy setting of the area, and therefore the general appearance of the neighborhood.

Names

Open the book
for Pott.

Nancy Van Huffel

James E. ...

Charles J. ...

George ...
... ..

... ..

... ..

Carol B. Starnes

... ..

Henry ...

Barbara ...

... ..

... ..

... ..

Address

116 Glenwood

6464 MORAGT AVE

6464 MORAGT AVE

6464 MORAGT AVE

6464 Moraga Ave

6464 Moraga Ave

1722 ADEWORTH ST

1725 ...

6464 Moraga Ave

6464 Moraga Ave

131 Duncan Way

2215 - BREAHER ST

49 Carlidge Terrace

6464 MORAGT AVE

6464 Moraga Ave

6464 MORAGT AVE

NAME

ADDRESS

Bernice S. Venn

444 Kanga Ave Jacksonville, Fla.

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As a resident of the Castle area I urge you strongly to object to the development planned by the West Properties Residential Subdivision in the canyon below Castle Drive. Is there any chance that this whole canyon could be acquired as park land for all the people who would live here just because of its beauty. Castle Drive is a narrow, windy road already, hazardous for walking school children and the increased traffic would be unbearable. Oakland can not afford to get rid

of the few green areas left.
The beauty spots, which all
more significant are already the
same.

Sincerely

Yours truly
James R. [unclear]

City Planning Dept.

JUN 29 1979

RECEIVED

From the Desk of...

HARVEY M. FREEDMAN, M.D.

Cardinal City Planning Commission

Sirs,

File # EL 78.106

I, my family, friends & neighbors are very concerned about the development of the beautiful canyon highway on Castle drive — your file # EL 78.106.

Not only will it detract the natural beauty of the area, but it will create a hazardous condition in driving & walking on castle & a jam at the intersection of Asot near a school with some traffic problems already. Please cancel this canyon for

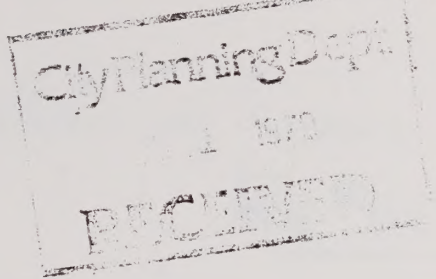
a park before it is
too late and more
children are struck
by autos.

Thank you

Thank you
33 Connecticut St

05/28/79
5940 CASTLE DRIVE
OAKLAND CA
94611

OAKLAND PLANNING COMMISSION
1421 WASH ST
OAKLAND CA



DEAR SIR:

I OBJECT TO THE PROPOSED "PARK RESIDENTIAL SUBDIVISION"
ER 78-106 FOR THE FOLLOWING REASONS:

1. THE VERY HIGH DENSITY OF 29 HOMES ON 11.2 ACRES
WOULD OVER-BURDEN EXISTING FACILITIES SUCH AS SCHOOLS
ROADS, FIRE DEPT ETC.
2. THE VACANT LAND IS HABITAT FOR NUMEROUS
SPECIES OF WILD LIFE AND BIRDS, ESPECIALLY HUMMING BIRDS
AND DEER.
3. THE PROPOSED SIZE AND PRICE ON THE NEW
HOMES IS SUCH THAT IT WOULD DE-VALUE EXISTING
HOMES IN THE IMMEDIATE NEIGHBOURHOOD
4. IT WOULD DESTROY NUMEROUS TREES AND
OTHER GREEN COVER.
5. THE LOTS ARE MUCH TOO SMALL AND INSUFFICIENT
FRONTAGES.

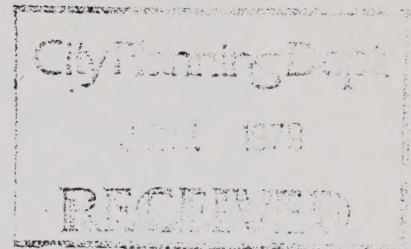
I RECOMMEND THAT THE CANYON BE
CONDEMNED FOR A PARK OR OPEN SPACE

Sincerely

Earl White

2013 Mountsinigata Way
Oakland, California 94611
May 29, 1979

The Oakland Planning Commission
6th Floor, City Hall
11421 Washington Street
Oakland, Ca. 94612



Gentlemen:

This letter is to express my concern over
project Park Properties Residential Subdivision #EP 78-106.

Since my husband and I bought our house on
Mountsinigata Way 15 years ago the traffic flow on the
street has increased enormously; the traffic noise is a
great one we have moved our sleeping quarters into the
back part of the house! The traffic has increased because of
considerable building in the area and because of
increased use of Castle Drive as access to Skyline Blvd.
and the East Bay Regional Parks.

Further additional building, such as Park
Properties Plan would create a dangerous and intolerable
traffic situation and change the character of the area to
such an extent it would become just another congested
spot in the hills.

I object most strongly to the Project.

Yours truly

Ann L. McC. (M. L. McC.)



C124920384